



NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

COMMITTEE MEETING APRIL 14, 2026



Nevada Advisory Committee on Traffic Safety

Meeting Agenda

Tuesday, April 14, 2026, 2:00–4:00 p.m.

Las Vegas: NDOT District 1, 4615 W. Sunset Road, Las Vegas, Tonopah Conference Room

Carson City: NDOT HQ, 1263 S. Stewart Street, Carson City, 3rd Floor Conference Room

Virtual: [Teams Link](#) **Meeting ID:** 269 828 074 725 50 **Passcode:** 3j9E6nA6

Call-in: 702-780-6673 **Phone Conference ID:** 748 018 894#

1. **Call to Order/Roll Call**
2. **Public Comment**

The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.
3. **Approve February 10, 2026, Meeting Minutes (For Possible Action)**

Review and approve the minutes from the previous meeting.
4. **Traffic Safety Data and Trends (Information/Discussion)**

Presentation of year-end and latest monthly statewide fatality report and traffic safety data trends.
5. **Presentation of the Nevada Young Driver Safety Program Evaluation (Information/Discussion)**

Receive a presentation from the Governor’s Highway Safety Association on the results of the Nevada Young Driver Safety Program Evaluation.
6. **Nevada Impaired Driving Strategic Plan (For Possible Action)**

Receive a presentation of the Nevada Impaired Driving Strategic Plan for review and acceptance.
7. **Policy Priorities for the 2027 Nevada Legislative Session (For Possible Action)**

Receive an update on the recommended policy priorities to move forward for bill draft requests (BDR) for the 2027 Nevada Legislative Session. Review and discuss for possible action.
8. **NVACTS Participation in the Interim Legislative Session (Information/Discussion)**

Receive an update on NVACTS presentations and future participation in the Interim Legislative Session.
9. **Upcoming Meeting Dates and Locations**
10. **Open Discussion**
11. **Public Comment**

This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.
12. **Adjourn Meeting**

Notes:

- The meeting will be held in-person with a virtual option.
- Items on the agenda may be taken out of order.
- The Committee may combine two or more agenda items for consideration.
- The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- The Committee will limit public comments to three (3) minutes per speaker and may place other reasonable restrictions on the time, place, and manner of the public comments based upon viewpoint.
- In lieu of in-person attendance, members of the public may submit public comment utilizing NDOT's online public comment form by clicking the following link: [Public Comment Form](#).

Public Comment received by 4:00 P.M. (Pacific Time) on the business day (excluding State holidays) prior to the meeting will be provided to the Committee for their review prior to the meeting and will be entered into the permanent record.

Public Comment received after 4:00 P.M. (Pacific Time) on the business day (excluding State holidays) prior to the meeting and prior to 5:00 P.M. (Pacific Time) on the day of the meeting will be included in the permanent record.

To be in compliance with the three (3) minute public comment rule, the online Public Comment Form comments will be limited to 450 words.

- Reasonable efforts will be made to assist and accommodate persons desiring to attend the meeting. If special arrangements for the meeting are necessary, please notify Lindsay Saner, Kimley-Horn at (702) 862-3633 or lindsay.saner@kimley-horn.com as soon as possible and at least two (2) days in advance of the meeting.
- Copies of non-confidential supporting materials provided to the Committee are available upon request. Request for such supporting materials should be made to Lindsay Saner, Kimley-Horn at (702) 862-3633 or lindsay.saner@kimley-horn.com. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and, if available online, at <https://www.dot.nv.gov/> and <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/nvacts/>.

This Agenda was posted at the following locations:

<https://www.dot.nv.gov/doing-business/public-involvement-information>

<https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/nvacts/>

Nevada Dept. of Transportation
1263 S. Stewart Street
Carson City, Nevada

Nevada Dept. of Transportation
4615 W. Sunset Road
Las Vegas, Nevada



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 1: Call to Order/Roll Call

1. SUMMARY OF AGENDA ITEM

Introduction of NVACTS Members and Guests.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 2: Public Comment

1. SUMMARY OF AGENDA ITEM

The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 3: Approve February 10, 2026 Meeting Minutes (For Possible Action)

1. SUMMARY OF AGENDA ITEM

Review and approve the draft meeting minutes from the February 10, 2026 meeting.

2. BACKGROUND

The draft meeting minutes from the previous meeting are included for review and possible action.

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

Approve draft meeting minutes from the February 10, 2026 meeting.

5. LIST OF ATTACHMENTS

February 10, 2026 Meeting Minutes (draft)

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

MEETING MINUTES (DRAFT)

Tuesday, February 10, 2026, 2:00 pm-4:00 pm

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 2:00 pm on February 10, 2026. Roll Call determined a quorum was present.

Committee Members Present

Jae Pullen, Nevada Department of Transportation
Julia Peek, Department of Human Services (virtual)
Sean Sever (Chair), Department of Motor Vehicles
Amy Davey (Vice Chair), Department of Public Safety, Office of Traffic Safety (virtual)
Kevin Honea (proxy) for Col. Mike Edgell, Department of Public Safety, Nevada State Police Highway Patrol (virtual)
Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure (virtual)
Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure (virtual)
Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas (virtual)
Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center (virtual)
Rachael Shaw, Tahoe Regional Planning Agency (virtual)
Kelly Norman, Carson Area Metropolitan Planning Organization (virtual)
Andrew Bennett, Nevada Association of Counties/Clark County

minutes only. for full set with attachments, visit: https://zerofatalitiesnv.com/app/uploads/2026/02/20260210-NVACTS-Minutes_draft.pdf

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)
Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member) (virtual)
Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member) (virtual)

Members Absent

Joe Harrington, Nevada Department of Transportation
Daisy Marglin, Department of Education
Graham Dollarhide, Regional Transportation Commission of Washoe County
Theresa Gaisser, Regional Transportation Commission of Southern Nevada
Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

Vacant

Administrative Office of the Courts
Inter-Tribal Council of Nevada
Nevada League of Cities

Other

John Nolan, Nevada Attorney General's Office
Jake Herzik, Nevada Attorney General's Office

2. Public Comment

No public comment.

3. Approve December 9, 2025, Meeting Minutes (Approved)

Review and approve the minutes from the previous meeting. A Meeting Overview Summary was also provided in addition to the full minutes.

Motion: To approve the December 9, 2025 Meeting Minutes by Amy Davey, second by Dr Kuhls. Passed unanimously.

Note: Jae Pullen abstained from vote as he was not present for the December 9 meeting.

Final Meeting Minutes will be posted online.

4. Chair and Vice Chair Introductions (Information/Discussion)

Vice Chair Amy Davey is the Director of the Nevada Department of Public Safety - Office of Traffic Safety, recognized by the National Highway Traffic Safety Administration (NHTSA) as the State Highway Safety Office for Nevada. This is Amy's second opportunity to hold a leadership role of this body. She was previously the Chair of the Nevada Executive Committee of Traffic Safety (NECTS) which, through legislation in 2021, established the NVACTS in the Nevada Revised Statutes.

Chair Sean Sever is the Deputy Administrator at the Nevada Department of Motor Vehicles (DMV). As a previous vice chair of NVACTS, he is grateful for the opportunity to serve the committee as the chair. He credits previous chair, Andrew Bennett, for his passion and dedication to lead the committee for the previous four years. Chair Sever is very involved in the legislative efforts, and his first session was in 2009. He was part of the efforts on the "Move Over Law" that was passed in 2017 and has taken the Primary Seatbelt Law to legislation four times though it has not passed the governor's office. He noted that from the Nevada Traffic Safety Summit, he sensed frustration from individuals who feel that they have failed to make progress on laws relating to traffic safety in Nevada that have not passed. He noted that all efforts to eliminate fatalities in Nevada are worthwhile and a single saved life is a victory. He is looking forward to being the NVACTS chair to this group as everyone prioritizes saving lives on Nevada's roadways.

5. Traffic Safety Data and Trends (Information/Discussion)

Anita Pepper, Public Information Officer (PIO) for the Office of Traffic Safety, presented the preliminary statewide monthly crash report and trends on the preliminary data through December 31, 2025. Nevada ended 2025 with 385 lives lost on the roadways, compared to 419 in 2024. Clark County had approximately a 20% reduction in fatalities since 2024. Washoe County had a 38% increase in fatalities when comparing 2024 to 2025 year-end statistics.

Preliminary data is available for January 2026; fatalities are trending down compared to January 2025 crashes and fatalities, with 26 fatalities in 2026 compared to 39 in 2025. OTS has received requests for more information on e-bikes and e-scooters so the office is working to incorporate these items in future reports.

Note: The crash statistics shared for year-end 2025 are preliminary and will not be finalized until mid-2026.

This is the first year we have seen a decline in Nevada fatalities since 2019, which is represented in the data.

If you would like to be added to the distribution for the monthly state fatal report, please contact Anita Pepper at a.pepper@dps.state.nv.us.

In Fall 2025, the Office of Traffic Safety developed four educational videos focused on older drivers and teen drivers, linked below. More information on these videos can be found on the OTS website as well as on YouTube.

- ▲ Test Your Skills: Teen Driver Maintenance Quiz <https://youtu.be/zqCNtSTMqKE?si=IR4Dhbaeml5Mbj6p>
- ▲ Teen Driver: Car Maintenance 101 <https://youtu.be/eO1NZhHiEkM?si=iZnbKSjMZhdGGDf>
- ▲ Safe Roads Start Here: Senior Driver Car Care https://youtu.be/QyKtYE00D5Q?si=LtLe4KyiU_6n5CyT
- ▲ Test Your Skills: Senior Driver Safety Quiz https://youtu.be/_3P6-jHcp3I?si=gH_jwhEFxaKsr5dM

GHSA and Lyft partnered and offered the Office of Traffic Safety a \$20,000 grant with available credits from January 1 to December 31, 2025 to encourage locals across Nevada to utilize rideshare throughout the year as an alternative to drinking and driving.

Also in Fall 2025, the “See Me Save Me” motorcycle safety campaign was displayed on billboards in both Northern and Southern Nevada to encourage drivers to be mindful of motorcyclists traveling on the roads. This motorcycle campaign was federally funded. From crash reports, motorcyclists are oftentimes not seen by adjacent motorists. This campaign was developed based on data-driven information and causative factors in collaboration with media and communications partners.

Lacey Tisler from NDOT Traffic Safety Engineering noted that over 30% of the lives lost on Nevada’s roadways are bicyclists and pedestrians and 20% are motorcyclists. This indicates that 50% of annual fatalities on Nevada’s roadways are outside of a motorized vehicle.

Ms. Davey shared a recent article published in the Las Vegas Review Journal noted that Las Vegas ranked the 3rd highest city in the country for death rate of vulnerable road users in a study conducted by the shoe company Kuru. The article can be found here: [Las Vegas third most-dangerous city for pedestrians | Road Warrior | News | News Columns](#).

6. Zero Fatalities Annual Survey Results (Information/Discussion)

Ms. Pepper introduced Robert Danoff from Brand Outlook who presented the results of the Zero Fatalities brand recognition research study, which surveyed over 1,000 licensed drivers in Nevada to better understand beliefs and key motivators and evaluate the effectiveness of communication efforts. There was a concerted effort this year to increase responses from rural residents, which was defined as anywhere outside of Washoe and Clark Counties. The results show that 44% of participants recall encountering messaging about safe driving or the Zero Fatalities initiative in 2025, compared to 53% in 2023.

The full report can be found here: [Zero Fatalities Annual Survey Results.pdf](#)

7. PACT Coalition Statewide Impaired Driving Assessment (Information/Discussion)

Ms. Pepper introduced Ayla Babakitis from the Prevention, Advocacy, Choices, Teamwork (PACT) Coalition. As part of a grant-funded effort, the PACT Coalition led a statewide outreach effort, the Statewide Impaired Driving Assessment, collaborating with all 17 counties in Nevada to examine the causes of impaired driving. This study was based on data collected in 2024-2025.

Surveys were conducted in English and Spanish and were available through an electronic link. The team tracked responses on a monthly basis. They held focus groups in each county to further collect information about the individual’s specialized knowledge and personal experiences with impaired driving.

The full report can be found here: [Statewide Impaired Driving Assessment.pdf](#)

Some key takeaways from the input received include the following:

- ▲ Approximately 50% of people in a particular county are unaware of what consequences there are for driving under the influence.
- ▲ There is a large gap between individuals that are familiar with the consequences of driving impaired and those that drive too soon after using a substance.
- ▲ Approximately 84% of survey respondents indicated that they are comfortable telling a friend or someone they love that they should not drive but only 46% feel comfortable telling a stranger the same information.

There will be a “Positive Social Norming” campaign coming soon which aims to clarify or correct certain misperceptions or behaviors.

Kelly Norman from CAMPO would like more information about media preferences by county to coordinate future local campaigns.

The first year of this study was intended to gather information. The second year is designed for individual message delivery and partnerships with local agencies to amplify messaging across local and state-led campaigns.

Assemblymember Tracy Brown-May commented that a big problem in Clark County right now is that it is hard to see road users (whether walking, biking or utilizing another mode of transportation), and they need to make themselves visible to the driver.

8. Autonomous Vehicles Working Group Update (Information/Discussion)

Working Group Chair, Andrew Bennett from Clark County Office of Traffic Safety, shared that the group kicked off with a robust conversation last month at the first meeting. The team is working on research gathering for next steps.

If anyone is interested in being involved in the Autonomous Vehicles Working Group, please contact Andrew at andrew.bennett@clarkcountynv.gov.

9. Policy Priorities for the 2027 Nevada Legislative Session (Information/Discussion)

Policy Priority Working Group (PPWG) Chair, Andrew Bennett from Clark County Office of Traffic Safety, shared that the working group has begun discussion on the NVACTS policy priorities for the 2027 Nevada Legislative Session.

The PPWG is in the process of collecting recommendations for policy priorities in preparation for the 2027 Legislative Session. The PPWG is asking for input on policy priorities by February 24. An email will be sent to NVACTS members and the Nevada Strategic Highway Safety Plan (SHSP) email list with the Policy Priority Recommendation Form to be filled out and returned to zerofatalitiesnv@kimley-horn.com. All responses via the form are requested by February 24 in order to prepare for upcoming interim committee meetings.

Recommendations, along with the remaining policy priorities recommendations that did not move forward 2025 will be reviewed by the PPWG and those recommended to move forward by the PPWG will be on the April 14 NVACTS meeting for action to adopt as the 2027 NVACTS Policy Priorities.

Chair Sever will serve as the legislative liaison for NVACTS, and he strives to keep the group apprised of updates on legislative matters.

Vice Chair Davey added that any administrative policies that NVACTS recommends should go on a “standing policy” list; items that NVACTS recommends, but do not require legislative action.

Chair Sever requested that the Policy Priority Recommendation Form be completed as much as possible, and should include data to support, background information, and data-driven recommendations. The next PPWG meeting will be held on March 4 and will be a posted public meeting.

10. Update on the 2026–2030 Nevada Strategic Highway Safety Plan (SHSP) (Information/Discussion)

Lacey Tisler, NDOT Chief Traffic Safety Engineer leads the SHSP with guidance from the Federal Highway Administration (FHWA). Formal approval of the plan was received from Governor Lombardo a few weeks ago and FHWA approval was received on Monday (2/9). The published plan will be available on the Zero Fatalities website.

SHSP leadership intends to continue to communicate with NVACTS to support legislative policy priorities and how implementation of action steps at the SHSP level can support legislative outcomes.

The 2026-2030 Nevada SHSP can be found here: [2026-2030 Nevada SHSP.pdf](#)

11. Upcoming Meeting Dates and Locations (Information/Discussion)

The dates and location for the next NVACTS meetings in 2026 are:

- ▲ Tuesday, April 14 meeting – Location NDOT (Carson City and Las Vegas)
- ▲ Tuesday, June 9 meeting – Location NDOT (Carson City and Las Vegas)

If NDOT continues hosting, NVACTS meetings will continue as hybrid meetings with two locations; however, NVACTS members and interested parties are encouraged to attend in person.

12. Open Discussion

Welcome to the new NVACTS members: Jae Pullen and Joe Harrington from NDOT, Graham Dollarhide from RTC Washoe, and Daisy Marglin from the Department of Education!

Andrew Bennett shared that as his final act as the NVACTS Chair the 2025 NVACTS Annual report was approved by the governor and is posted on the LCB site. The document can be found here: [2025 NVACTS Annual Report.pdf](#)

Jae Pullen, Assistance Director of Operations for NDOT, shared his gratitude for those that have welcomed him to the committee.

Chair Sean Sever introduced Jake Herzik as the new Transportation Division Deputy Attorney General who will be overseeing the transportation division at NDOT and NVACTS meetings.

13. Public Comment

No comment.

14. Adjourn Meeting

Meeting was adjourned at 3:33 PM.

Attachments

NVACTS Meeting Minutes from December 9, 2025
Statewide Monthly Fatality Report (December 2025)
Zero Fatalities Annual Statewide Survey Highlights
2025 Nevada Impaired Driving Needs Assessment
2025 NVACTS Policy Priorities

Links

[Test Your Skills: Teen Driver Maintenance Quiz](#)
[Teen Driver: Car Maintenance 101](#)
[Safe Roads Start Here: Senior Driver Car Care](#)
[Test Your Skills: Senior Driver Safety Quiz](#)
[Las Vegas Review Journal Article on Vulnerable Road Users](#)
[Zero Fatalities Annual Survey Results.pdf](#)
[Statewide Impaired Driving Assessment.pdf](#)
[2026-2030 Nevada SHSP.pdf](#)
[2025 NVACTS Annual Report.pdf](#)



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 4: Traffic Safety Data and Trends

1. SUMMARY OF AGENDA ITEM

Presentation of year-end and latest monthly statewide fatality report and traffic safety data trends.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

Statewide monthly fatality report (through February 2026).

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV



NEVADA STATEWIDE MONTHLY FATAL REPORT



Zero Fatalities
Lives are on the Line

Date of Report: 3/4/2026

Current Reporting Period: January 1, 2026 - February 28, 2026

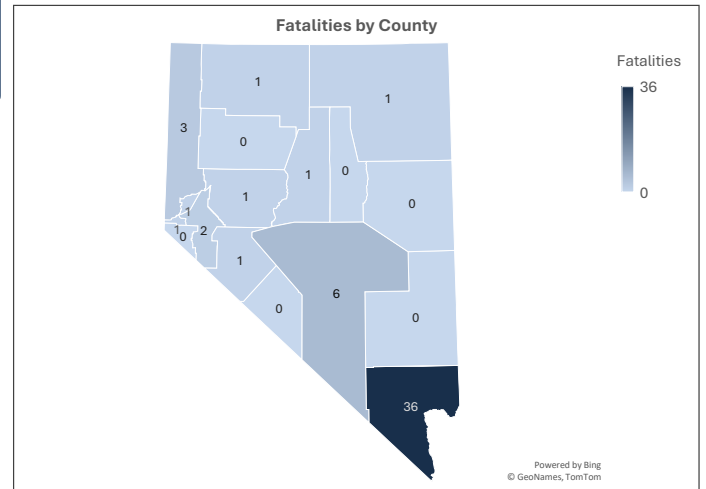
This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide accurate data to help improve road safety and inform policy decisions while ensuring compliance with federal reporting requirements set by the National Highway Traffic Safety Administration (NHTSA).

[For more detailed information on traffic fatalities and the behaviors causing them, please refer to the Nevada Fatal Crash Dashboard.](#)

Data as of: February 28, 2026

Crash Comparison by Month - Current Reporting Period

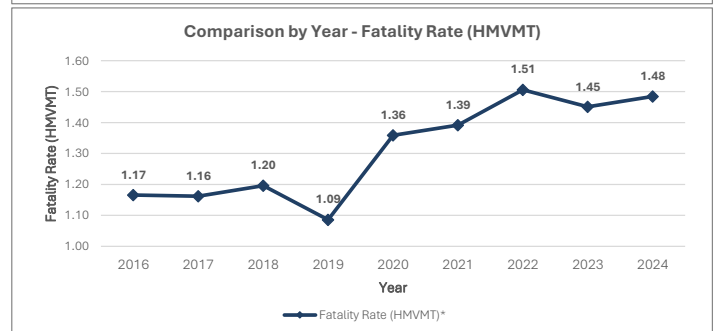
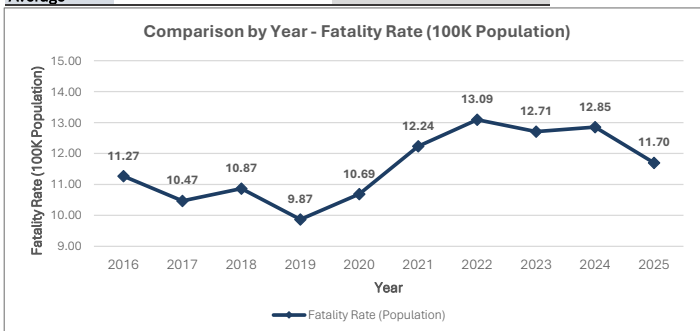
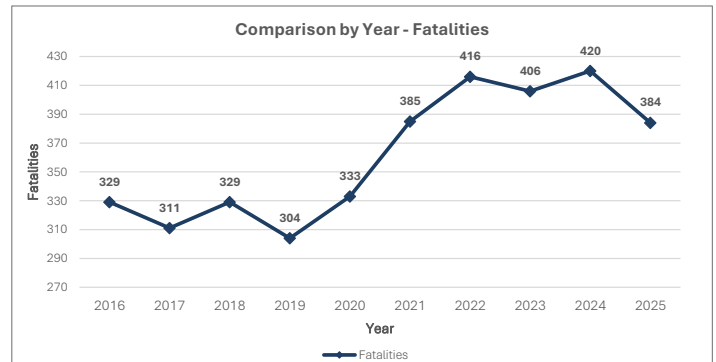
2026 Fatal Crashes During Current Reporting Period <h1>52</h1> -24.64% % Change from 2025	2026 Fatalities During Current Reporting Period <h1>54</h1> -23.94% % Change from 2025
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Month	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change
January	38	29	-23.68%	39	29	-25.64%
February	31	23	-25.81%	32	25	-21.88%
March	0	0	0.00%	0	0	0.00%
April	0	0	0.00%	0	0	0.00%
May	0	0	0.00%	0	0	0.00%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	0	0	0.00%
August	0	0	0.00%	0	0	0.00%
September	0	0	0.00%	0	0	0.00%
October	0	0	0.00%	0	0	0.00%
November	0	0	0.00%	0	0	0.00%
December	0	0	0.00%	0	0	0.00%
Reporting Period Total	69	52	-24.64%	71	54	-23.94%
Year End Total	364			384		

10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Fatality Rate (Population)	Fatality Rate (HMVMT)*
2016	329	1,267	11.27	1.17
2017	311	1,086	10.47	1.16
2018	329	893	10.87	1.20
2019	304	982	9.87	1.09
2020	333	964	10.69	1.36
2021	385	1,097	12.24	1.39
2022	416	1,130	13.09	1.51
2023	406	1,070	12.71	1.45
2024	420	1,176	12.85	1.48
2025	384	#N/A	11.70	#N/A
10-Year Total	3,617	9,665		
10-Year Average	361.7	1,073.9		



HMVMT refers to "100 million vehicle miles traveled" and is the total number of miles traveled by all vehicles statewide, aggregated to units of 100 million miles.

Continue to Page 2 for an additional breakdown of crashes by driver behavior, vehicle type, and road user.

NEVADA STATEWIDE MONTHLY FATAL REPORT



Zero Fatalities
Lives are on the Line

Crash Comparison by County - Current Reporting Period

County	2025 Fatal Crashes	2026 Fatal Crashes	% Change	2025 Fatalities	2026 Fatalities	% Change	2025 Vehicle Occupants	2026 Vehicle Occupants	% Change	2025 Unrestrained	2026 Unrestrained	% Change
Clark	47	35	-25.53%	48	36	-25.00%	16	8	-50.00%	8	3	-62.50%
Washoe	11	3	-72.73%	11	3	-72.73%	7	1	-85.71%	1	0	-100.00%
Lyon	3	2	-33.33%	4	2	-50.00%	3	2	-33.33%	0	1	100.00%
Carson City	1	1	0.00%	1	1	0.00%	1	1	0.00%	1	1	0.00%
Nye	0	5	500.00%	0	6	600.00%	0	4	400.00%	0	0	0.00%
Elko	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	1	100.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	1	1	0.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
Humboldt	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
White Pine	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
Pershing	2	0	-100.00%	2	0	-100.00%	2	0	-100.00%	1	0	-100.00%
Lander	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Mineral	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	1	1	0.00%	1	1	0.00%	1	0	-100.00%	0	0	0.00%
Eureka	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
Esmeralda	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	69	52	-24.64%	71	54	-23.94%	33	20	-39.39%	12	7	-41.67%
Year End Total	365			385			170			65		

Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2025 Pedestrian	2026 Pedestrian	% Change	2025 Bicycle	2026 Bicycle	% Change	2025 Motorcycle	2026 Motorcycle	% Change	2025 Other Scooter, Moped, ATV	2026 Other Scooter, Moped, ATV	% Change
Clark	18	14	-22.22%	4	0	-100.00%	10	13	30.00%	0	1	100.00%
Washoe	3	0	-100.00%	0	1	100.00%	1	1	0.00%	0	0	0.00%
Lyon	0	0	0.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Carson City	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Elko	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	1	100.00%	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%
White Pine	0	0	0.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%
Pershing	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%
Mineral	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%
Storey	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Eureka	0	0	0.00%	0	0	0.00%	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%
Reporting Period Total	21	17	-19.05%	4	1	-75.00%	13	15	15.38%	0	1	100.00%
Year End Total	111			17			84			3		

KEY

- Fatalities:** Total number of reported deaths (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
- Vehicle Occupants:** Driver and occupant fatalities in a motor vehicle.
- Unrestrained:** Driver and occupant fatalities in a motor vehicle unrestrained.
- Pedestrian:** Any person on foot, on a personal conveyance, or in a building.
- Bicyclist:** A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedal car, electric bike).
- 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.
- Other:** A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.
- 100 Million Vehicle Miles Traveled (HMVMT):** The total distance driven by all vehicles statewide, aggregated to units of 100 million miles.

DISCLAIMER

This report is a point in time comparison.
 This data does not include data fields marked by the officer as unknown.
 2025 data is preliminary and does not necessarily include final reports (Form 5, coroner, and/or toxicology).
 2025 data is not final until FARS release in 2027. 2026 data is not final until FARS release in 2028.
 2025 VMT data is expected to be released in July 2026.
 Note: The monthly report will be distributed by the 7th of each month.

SOURCES

- State Fatal Crash Data, Office of Traffic Safety
- Population Data, United States Census Bureau
- VMT Data, NDOT



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 5: Nevada Young Driver Safety Program Evaluation

1. SUMMARY OF AGENDA ITEM

Receive a presentation from the Governor’s Highway Safety Association on the results of the Nevada Young Driver Safety Program Evaluation.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

Young Driver Safety Program Evaluation Report

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV



NEVADA YOUNG DRIVER PROGRAM REVIEW RECOMMENDATION REPORT



Conducted for the
Nevada Office of Traffic Safety
by the
Governors Highway Safety Association
Consulting Services Initiative

February 13, 2026

zero Fatalities[®]
Lives are on the Line



TABLE OF CONTENTS

Project Purpose & Acknowledgements.....	3
Compendium of Recommendations.....	5
The State of Young Driver Safety.....	7
Nevada’s Approach to Young Driver Safety.....	10
SWOT Analysis.....	13
Recommendations.....	15
Nevada Advisory Committee on Traffic Safety.....	16
Nevada Department of Motor Vehicles.....	23
Nevada Office of Traffic Safety & Nevada State Police.....	27
Nevada Juvenile Courts & Nevada Office of Traffic Safety.....	29
Nevada Office of Traffic Safety.....	31
References.....	35

PROJECT PURPOSE & ACKNOWLEDGEMENTS

This report details the findings of a statewide review of Nevada’s young driver policies and programs conducted by the Governors Highway Safety Association’s (GHSA) Consulting Services Initiative (CSI) on behalf of the Nevada Office of Traffic Safety (NV OTS). The consultant tasked with this review, Pam Shadel Fischer, is a nationally recognized expert in teen driver safety with 40 years of traffic safety experience.

GHSA is the nonprofit association that provides leadership and representation to the state and territorial highway safety offices (SHSO) to improve traffic safety, influence national policy, enhance program management, and promote best practices. GHSA’s CSI consultants are uniquely qualified to address the NV OTS request due to their understanding of the complexities of running an SHSO. This involves not only identifying and developing a comprehensive plan to address a state’s most pressing highway safety problems, such as young driver safety, but also working with multiple stakeholders to select and deploy the most appropriate strategies and countermeasures using grant funds in accordance with strict federal and state regulations. GHSA worked with NHTSA to develop guidelines addressing driver education and other highway safety issues and continues to provide input to the agency to guide the programmatic assessment process and other relevant regulations.

For this young driver review, the CSI consultant referred to the following resources: the National Highway Traffic Safety Administration’s (NHTSA) Uniform Guidelines for Driver Education; the Novice Teen Driver Education & Training Administrative Standards; GHSA’s 2023 Spotlight Report, “Young Drivers and Traffic Fatalities: 20 Years of Progress on the Road to Zero;” the Insurance Institute for Highway Safety’s overview of strong graduated driver licensing laws; and other relevant resources. She also reviewed key Nevada documents and resources, including the state’s most recent Strategic Highway Safety Plan, Triennial Highway Safety Plan and Annual Report; The Parent/s Supervised Driving Program (print version), and A Parent’s Guide to Teen Driving, distributed to parents who participate in the Driver’s Edge program. The consultant also reviewed relevant laws with a focus on whether they allow for effective enforcement and have meaningful penalties that aid in deterrence.

The consultant traveled to Nevada to interview representatives of public and private sector entities working to address teen driving. She also audited a classroom driver education course and two sessions of the Driver’s Edge program, where she spoke with teens, parents and instructors about the state’s young driver initiatives.

The consultant thanks NV OTS Director Amy Davey and Nick Nordyke, Zero Teen Fatalities Program Manager, for their assistance and support, as well as the following individuals for their time and candor:

- Bob Affonso, Instructor, EPIC, Truckee Meadow Community College
- Erik Bennett, Project Manager, Nevada Department of Motor Vehicles
- Trooper Dan Gordon, D.R.I.V.E. Instructor, Nevada State Police
- Brennan Grazioso, Program Manager, MADD
- Office Keith Habig, Clark County School District
- Jarrett Kerrigan, Director of Operations, AAA Mountain West Group
- Riley Killingsworth, Probation Manager, Jan Evans Juvenile Justice Court
- Cristina Lobato, Judicial Assistant & Court Clerk, First Judicial Court, Carson City
- Thomas Martin, Program Manager, Nevada Department of Motor Vehicles
- Rick Mazonni, Founder & Owner, Double R Driving School

- Kimberly Okezie, Juvenile Court Magistrate, First Judicial Court, Carson City
- Jeff Payne, Founder & CEO, Driver's Edge
- Amy Rice, Program Coordinator, EPIC, Truckee Meadow Community College
- Fayth Ross, Program Director, EPIC, Truckee Meadow Community College
- Glen Taylor, Zero Teen Fatalities Coordinator, NV OTS
- Shara Thiesen, Assistant Chief of Data & Analytics, Nevada Department of Transportation
- Lacey Tisler, Chief Traffic Safety Engineering, Nevada Department of Transportation
- Donna Stoller, Administrative Secretary, Washoe County Juvenile Services Traffic Court
- Jason Westphal, Traffic Master, Washoe County Juvenile Services Traffic Court

Following completion of this research, the consultant conducted a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis. A SWOT is a strategic planning tool designed to help an organization better understand the environment in which it is operating. By identifying and prioritizing Strengths, Weaknesses, Opportunities and Threats, an organization and its partners are better equipped to develop a plan of action that capitalizes on strengths and opportunities, while minimizing weaknesses and threats. The results of this SWOT analysis, along with the information gleaned from interviews, research and observations, informed the recommendations in this report. The NV OTS and its public and private sector partners are encouraged to leverage the SWOT analysis findings and recommendations to help meet the needs of Nevada's young drivers.

RECOMMENDATIONS

Law/Policy

- *Amend Nevada's GDL law to align with evidence-based research and best practice. (pg. [15](#))*
- *Make violation of any provision of the GDL law a primary offense. (pg. [15](#))*
- *Add a parent/guardian component to the mandated 30-hour driver education course. (pg. [15](#))*
- *Amend Nevada's secondary seat belt law to make failure to buckle up a primary offense. (pg. [19](#))*
- *Enact a comprehensive ban on the use of mobile communication devices (handheld and hands-free) by GDL holders while operating a motor vehicle. (pg. [20](#))*
- *Require all new drivers under 21 years of age to complete driver education. (pg. [20](#))*
- *Enhance Nevada's current driver education requirements to better align with the National Teen Driver Education and Training Administrative Standards. (pg. [23](#))*

Education/Outreach

- *Develop and deliver GDL training for front-line Department of Motor Vehicles operations staff with a particular focus on the critical role of parents/guardians. (pg. [25](#))*
- *Provide law enforcement the tools, information and POST-approved training needed to effectively and efficiently enforce GDL and other motor vehicle laws. (pg. [27](#))*
- *Refresh the Zero Teen Fatalities program. (pg. [31](#))*

Programs/Services

- *Develop a financial mechanism to ensure driver education and training are available to all teens regardless of income. (pg. [20](#))*
- *Create partnerships with organizations such as the Safe Roads Alliance or the auto insurance industry to make safe driving apps more accessible. (pg. [23](#))*
- *Update the DMV Parents Supervised Driving Guide so that Nevada's GDL and how it addresses teen crash risk are front and center and make a Spanish version available. (pg. [25](#))*

- *Address the inconsistency in handling young driver violators caused by AB116. (pg. [29](#))*
- *Study the impact of the D.R.I.V.E. program on young driver recidivism rates, offer it in Spanish and include a parent component. (pg. [29](#))*
- *Support and enhance youth driving programs such as Washoe County Juvenile Services Traffic Court's UDRIVE program and use of Ready Assess for possible expansion to other courts. (pg. [29](#))*
- *Expand the Driver's Edge Program to include a parent module and conduct post-program follow-up. (pg. [31](#))*
- *Deepen young driver problem identification. (pg. [31](#))*
- *Add young driver safety to the Joining Forces program. (pg. [31](#))*

THE STATE OF YOUNG DRIVER SAFETY

Young drivers, aged 15 to 20, have the highest crash risk of any other age group on the road. They are three times more likely than drivers 20 and older to be involved in a fatal crash (Insurance Institute for Highway Safety [IIHS], 2025a). Since the mid-1990s, states have addressed this problem by enacting stringent teen driver licensing requirements referred to as Graduated Driver Licensing or GDL programs. Memorialized in law, these programs typically require teens to participate in a three-step system that includes a supervised learner's permit period; an intermediate phase that allows a novice to drive unsupervised but with restrictions that address high-risk situations; followed by a full license with all privileges.

This structure is consistent among the states, but the GDL requirements can vary significantly. For example, some states allow teens to begin the program as early as age 14, while others restrict entry until the teen is at least 16 years of age. The length of each stage, along with the restrictions, also vary, creating a patchwork of GDL programs across the U.S. While numerous studies have confirmed that GDL significantly reduces novice driver crashes with declines ranging from 20% to 40% (Shope as Cited in Williams, 2011), states with strong restrictions on nighttime driving and teen passengers, as well as a delayed licensure age, have fewer young driver fatal crashes and insurance losses (Trempe, 2009, as cited in IIHS, 2025a). Half of the states' GDL programs also require teens to complete driver education (classroom instruction and/or behind-the-wheel training), and a handful mandate that parents participate in an orientation program before their teens may obtain a permit.

Non-GDL-related initiatives have also garnered state support, particularly peer-to-peer traffic safety education and hands-on driver training programs. Some SHSOs have developed and implemented their own programs that address the behavioral safety issues typically associated with young driver crashes – consumption of alcohol and/or drugs, distraction caused by cell phones and other teen passengers, drowsiness, late-night driving, low seat belt use, and speeding. Other SHSOs provide grant funding to organizations with expertise in delivering novice driver interventions, such as SADD, FCCLA, Driver's Edge, and Teens in the Driver Seat, among others.

Are all these initiatives having a positive impact? According to a GHSA analysis of Fatality Analysis Reporting System (FARS) data for 2001 through 2021, young driver fatal crashes and crash rates fell 38% and 34%, respectively. This compares to a 7.5% increase in fatal crashes and a 11.6% decrease in the crash rates for drivers aged 21 and older during the same period (Fischer & Hedlund, 2023). However, the COVID-19 pandemic had a deadly impact on road safety in the U.S. that included an unprecedented uptick in teen driver-involved fatalities (AAA Foundation for Traffic Safety, 2024).

According to NHTSA, young drivers involved in fatal crashes spiked 14% from 3,999 in 2019 to 4,561 in 2020 (National Center for Statistics and Analysis [NCSA], 2022). The increase continued in 2021 (5,088), fell in 2022 (4,856), and rose again in 2023 to 5,133 (the most current year for which data are available). While these numbers represent an average reduction of 37% in young driver-involved fatal crashes since 2001, no fatality is acceptable. Additionally, it merits noting that in 2023, young drivers accounted for 8.9% of all drivers in fatal traffic crashes, but only 5.1% of all licensed drivers (NCSA, 2025a). This overrepresentation in fatal crashes has persisted for decades.

Why? Quite simply, young drivers are immature and inexperienced. The prefrontal cortex – the part of the brain responsible for impulse inhibition, decision-making, and judgment – doesn't fully mature until

the early to mid-twenties (Paus as cited in Shope, 2006). As a result, young drivers are less likely than their older counterparts to recognize risk. In fact, some teens even seek it.

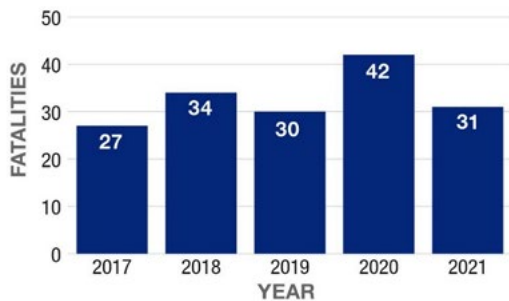
Driving is a learned activity that takes practice. Building the muscle memory needed to help a driver react quickly and appropriately in a variety of situations takes time. This explains the root cause of most novice driver crashes – the teen simply doesn’t have the skills or experience needed to recognize a hazard and take corrective action. Researchers point to driver error as the most prevalent reason, with recognition (e.g., inadequate surveillance, distraction) and decision errors (e.g., following too closely, driving too fast for conditions) topping the list (Curry et al., 2011).

A review of U.S. fatalities for young drivers in 2023 increased year-over-year, from 2,037 in 2022 to 2,148, with speeding, lack of proper restraint, alcohol use, and distraction the leading causation factors (NCSA, 2025a; NCSA, 2025b). Passengers of young drivers killed in crashes also increased from 1,039 in 2022 to 1,114 in 2023. Male teen drivers were three times more likely than their female counterparts to be involved in these fatal crashes. Another 180,209 young drivers were injured in traffic crashes, a slight decrease from the previous year (NCSA, 2025a).

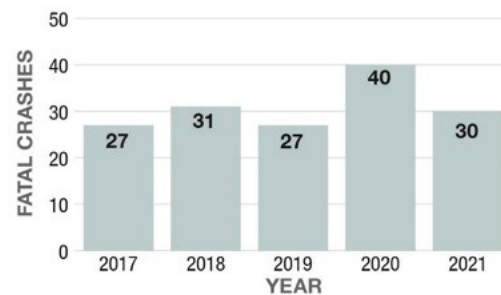
Young Drivers in Nevada

In Nevada, the Office of Traffic Safety and its partners, the Department of Transportation (DOT), the Department of Motor Vehicles and the Courts, among others, are tasked with addressing young driver safety. According to Nevada’s 2024-2026 Triennial Highway Safety (3HSP), there were approximately 155 young driver-involved crash fatalities and 164 young driver fatalities from 2017 through 2021 (see graphs below). This represents 11% of all traffic fatalities in the state, despite young drivers accounting for only 5% of the driving population (NV OTS, 2023), which aligns with national data.

NV Young Driver Crash Fatalities, 2017-2021



NV Fatal Young Driver Crashes, 2017-2021

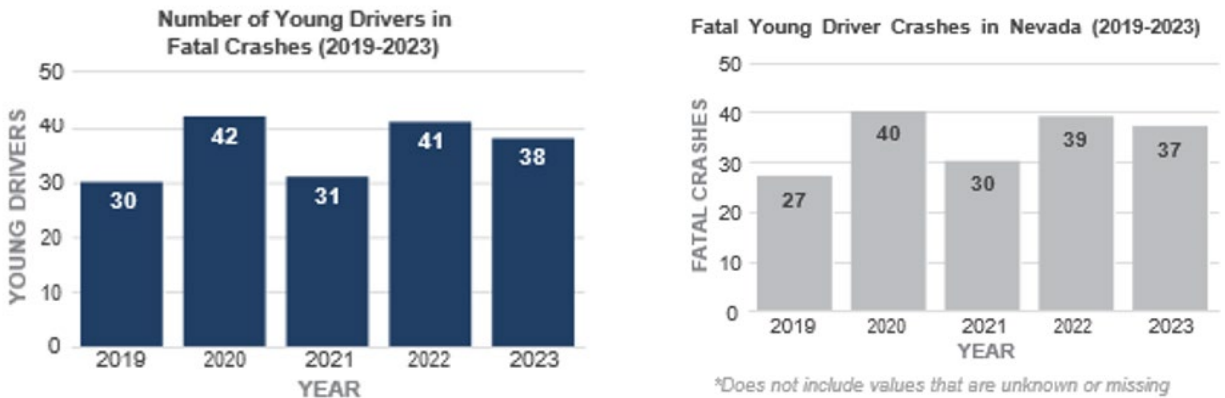


Source: Nevada Office of Traffic Safety Triennial Highway Safety Plan, 2024-2026

Nevada’s 3HSP also indicated that distraction was the leading fatal crash causation factor for young drivers during these five years at 20%, followed by lack of seat belt use (11%), speeding (9%), and impairment (7%). Males accounted for 55% of fatal young driver crashes. Most of these crashes (81%) occurred in populous Clark County (Las Vegas), while the remaining 19% took place in Washoe County and other rural areas. More than half of the state’s fatal young driver crashes happened at night (53%), with most reported between 6 and 9 p.m. (19%). These fatal crashes were also more likely to occur on Saturday (17%) and in May (12%) (NV OTS, 2023).

Nevada’s young driver-involved fatal crashes and fatalities declined significantly in 2019. Those gains were erased in 2020, but were realized again the following year. However, the numbers rose in 2022 and

2023, as shown below. For these five years, there were a total of 173 young drivers involved in fatal crashes and 182 fatalities (Nevada Departments of Public Safety & Transportation, 2025).

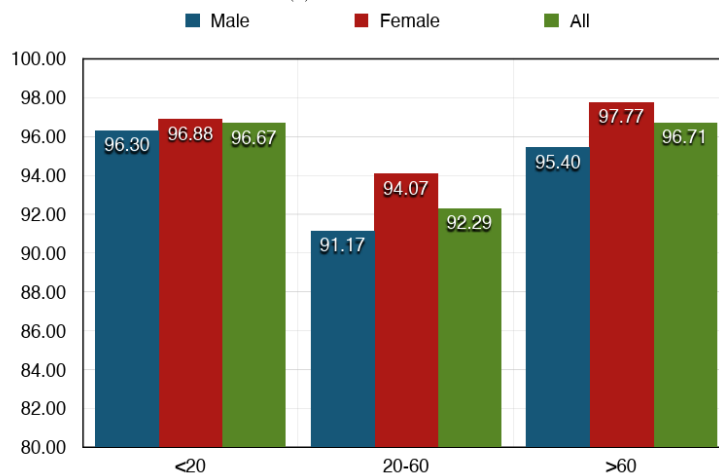


Source: Nevada Departments of Public Safety & Transportation, Traffic Safety Crash Facts 2025

While the number may seem small when compared to drivers aged 21 and older involved in fatal crashes (474), a review of the involvement rates per 100,000 licensed drivers tells a different story. The rate for Nevada drivers aged 15-20 is double that of Nevada drivers 21 plus – 43.21 versus 21.86 – and higher than its neighboring states, except for Arizona (NCSA, 2025a).

As previously indicated, the lack of seat belt use accounted for 11% of Nevada’s fatal young-driver crashes between 2017 and 2021 (NV OTS 2023). A review of Nevada’s most recent statewide seat belt survey, however, revealed that front seat motor vehicle occupants (driver and passenger) under 20 years of age

Statewide Seat Belt Usage By Age Group and Gender, 2024



Source: UNLV

were more likely than those aged 20 to 60 to buckle up (96.67% versus 92.29%) (Contreras, 2024). This is not the norm, as national research indicates that young drivers and their passengers have the lowest seat belt use rates compared to other drivers (Boyle, 2022). The seat belt use rate is higher for young Nevada females than young males, which aligns with the use rate for other driver age groups in the state (Contreras, 2024).

NEVADA'S APPROACH TO YOUNG DRIVER SAFETY

In 2001, the state enacted a three-phase GDL law that applies to all novice drivers under 18 years of age. The minimum permit and restricted licensing ages are 15 ½ (6-month minimum holding period) and 16, respectively, and teens must show proof of school attendance before applying for a permit. Key provisions of Nevada's GDL program include: completion of a DMV-approved, 30-hour, driver education course (classroom or online); logging a minimum of 50 hours (10 at night) of supervised practice driving; passing knowledge (online) and behind-the-wheel tests; and restrictions on transporting non-family member, peer passengers during the first six months of independent driving and driving between 10 p.m. and 5 a.m. unless traveling to or from a scheduled event (the latter applies until the teen turns 18). Nevada also grants parents/guardians the right to cancel a teen's license at any time up to the age of 18 by completing and submitting the necessary paperwork to the DMV.

Nevada's GDL law is silent on distraction and occupant protection. However, separate statutes ban all drivers from talking or texting on a handheld cell phone and require all motor vehicle occupants six years of age and older or weighing more than 60 pounds to be properly restrained in a seat belt in all seating positions. (Separate restrictions address car seat use for children under six years of age.) Cell phone violators may be fined up to \$250, while non-belt use carries fines of up to \$25 and community service for the driver and adult passengers (the driver is responsible for minor passengers). The cellphone ban is primary, while the seat belt law is secondary.

Nevada is a zero-tolerance state; a driver under 21 with any detectable amount of alcohol in their system may be charged with DUI and treated as an adult. Penalties include license suspension, alcohol assessment, education, fines, and potential jail time. Recreational marijuana is legal in Nevada for adults 21 and older; however, police must prove impairment rather than presence. Cannabis-impaired driving is a misdemeanor; if the driver is involved in an injury-related crash, it becomes a felony. All alcohol retailers and servers must complete the We Check ID program within 30 days of hire, and all retailers selling alcohol and cannabis must use ID scanners to verify customer age.

DMV resources that are designed to help parents/guardians and teens understand and comply with the state's GDL include the Nevada Teen Driver webpage and the "Parents Supervised Driving Guide" (print and electronic version). The latter, which was developed by and made available to Nevada and other states by the nonprofit Safe Roads Alliance, features structured driving lessons, with a focus on helping teens progressively build safe driving skills, along with state-specific information and a log to track practice hours. The Guide is provided to a teen's parent or guardian when applying for a permit at the DMV. Supervised hours can also be tracked via a free companion app, RoadReady. In addition, the NV OTS publishes and distributes a GDL brochure.

GDL holders are required to complete 30 hours of classroom instruction to obtain a probationary license, not a permit. Some private schools offer 15 hours of classroom instruction and five hours of in-car training with DMV approval. If an approved classroom course is not offered within a 30-mile radius of the teen's residence and they do not want to complete an online course, they must complete 100 hours of supervised driving (with 10 hours at night). While Nevada's GDL does not require completion of behind-the-wheel training, some parents/guardians engage commercial schools to help their teens fulfill the 50-hour supervised driving requirement. Truckee Meadows Community College (TMCC) offers scholarships to help low-income and at-risk youth aged 15 to 18 complete the driver education requirement. It is

funded by a grant from the NV OTS and the TMCC Foundation and requires completion of an online application.

The DMV oversees the driver education requirement, which includes licensing and monitoring the providers and their programs, and approving course content. Teens may take courses offered by a public or private high school or a DMV-licensed professional driving school, with costs ranging from \$30 to \$125. Many public high schools partner with private driving schools or community colleges, such as TMCC in Reno, for driver education. Classroom driver education is also offered at Pyramid Lake High School, which is operated by the Pyramid Lake Paiute Tribe. Nevada's 28 Tribes operate under their own sovereign law, so they are not bound by GDL requirements. However, Nevada is a Real ID state. Tribal members wishing to drive on state roadways must have a state-sanctioned license.

Using state funds provided by the NV DOT, the NV OTS developed the statewide Zero Teen Fatalities (ZTF) program to engage parents, teens and schools. The ZTF website discusses the primary risk for young drivers, provides tips for parents and teens, offers a start-up guide for schools, includes a parent-teen driving agreement, and invites visitors to share teen-driving-related stories.

The centerpiece of the ZTF program is a teen-centric PowerPoint presentation (delivered virtually and in-person) that covers the primary risk factors for young drivers, that include lack of seat belt use, alcohol and drug-impaired driving, distraction, speeding and aggressive driving, and other topics. A pre- and post-test is administered to gauge changes in teen knowledge. The NV OTS delivers the presentation at some driver education courses and awards federal grant funding to the Clark County School District (CCSD), the nation's largest, to deliver the program. A CCSD official and an NV OTS staff member conduct approximately 300 ZTF presentations annually, reaching more than 18,000 students. They also deliver Cars & Cops, another ZTF program, which teaches teens essential vehicle maintenance and what to expect during a routine traffic stop.

The NV OTS contracts with the Nevada Interscholastic Athletic Association to convey safe driving reminders via scoreboard messaging and banners. It also works with Las Vegas Media and Battle Born Prep to reach high school athletes and their fans via print, video and online media.

The NV OTS awards federal grant funds to MADD to educate young drivers and their parents about the dangers of impaired driving through school and community presentations. Programs offered include MADD's Power of You(th), which empowers middle and high school students to resist peer pressure and make safe choices about alcohol and drugs; and MADD Spirit, a shortened version of Power of You(th) that includes the use of impaired driving goggles and Promposal, which aims to prevent alcohol-related crashes and keep prom night safe. Parents are engaged through the Power of Parents program, which provides strategies, age-appropriate language and real-world scenarios to help parents have ongoing conversations with their children about the dangers of underage drinking and drug use. These programs reached approximately 5,800 teens and 400 parents in 2024. MADD has also conducted outreach to older teens by conducting safe driver days and the Power of Youth program at several colleges and universities.

Nevada is the home of Driver's Edge, a nonprofit staffed by professional race car drivers who teach teens under 21 emergency avoidance and response techniques. The free, half-day program also features car care and law enforcement modules, with the latter staffed by Nevada law enforcement officials. A pre- and post-test is administered to gauge student learning and both parents and teens receive a workbook. While parents are not required to attend, approximately 80% do (J. Payne, personal conversation, July,

2025). The program is funded through an NV OTS grant and offered in Clark County, with several events conducted annually in Washoe County. Demand for the program is high, with approximately 1,000 families on the waiting list. The primary marketing channel is word of mouth, which is amplified through local news coverage. The NV OTS is tasked with conducting follow-up with the participants.

Teen driving violations are handled by juvenile courts, which have jurisdiction over minors for delinquent acts, including traffic offenses. Juvenile courts in Las Vegas/Henderson, Reno/Sparks, Pahrump, Winnemucca, Elko, and Carson City refer teens to D.R.I.V.E., a program developed and delivered by the Nevada State Police. The program's goal is to help young violators understand the dangers of risky driving and adopt a new perspective on road safety. The program covers five critical emphasis areas in the state's Strategic Highway Safety Plan (SHSP): always buckle up, drive sober, focus on the road, stop on red, and be pedestrian safe. Teens who receive a minimum passing grade may have their fines reduced.

Washoe County Juvenile Services Traffic Court (Reno) is using Diagnostic Driving's Ready Assess, a computer-based program designed to help young drivers hone their skills before getting on the road. At the Traffic Commissioner's discretion, young offenders may be required to complete the program, as Research confirms it can help identify higher-risk drivers in their early months of licensure. Approximately 10 to 20 teens a month complete Ready Assess, with the cost absorbed by the Court. The Court also developed a program to educate teens cited for driving without a license about the danger they pose to themselves and others and works with the teens to help them obtain a permit or license.

Teens who have accumulated between three and 11 demerit points due to traffic violations may have three points reduced by completing a DMV-approved traffic safety course, but only if the course is not part of a plea-bargain agreement with the court. If the course is required to complete a plea bargain, no credit is given. Attendance is allowed only once in 12 months, and the conviction remains on the teen's driving history.

While NV DOT focuses on safely moving all road users, the agency partners with the NV OTS to make young drivers a priority. The DOT flexes Highway Safety Improvement Program funds to the ZTF program and Driver's Edge. The DOT also serves on the statutorily established Nevada Advisory Committee on Traffic Safety (NVACTS), which guides development and approval of the NV OTS' 3HSP and identifies and helps advance policy addressing young driver safety and other issues. The current DOT-led SHSP (2021-2025), the state's safety umbrella program that includes the 3HSP, identifies young drivers as an emphasis area under the Safer Drivers and Passengers focus areas. A task force meets regularly to monitor progress in implementing strategies and action steps that call for enhancing and enforcing the state's GDL, improving driver education and bolstering parent and teen outreach.

SWOT ANALYSIS

A SWOT analysis typically categorizes strengths and weaknesses as internal factors and opportunities and threats as external factors. For purposes of this review, the consultant elected not to segment the findings into internal and external categories because there are other agencies besides the NV OTS working to address young driver safety. Instead, this SWOT analysis looks at the strengths, weaknesses, opportunities and threats from a statewide perspective that is shared by ALL entities working in this arena. The NV OTS and its partners are encouraged to use the findings and the recommendations that follow to enhance the state's young driver safety program.

STRENGTHS

Nevada has:

- Identified young drivers as a priority in the SHSP and HSP, ensuring focus and funding.
- Flexed Highway Safety Improvement Program funds to support young driver initiatives.
- A GDL law that addresses key elements of a model law and/or best practice (i.e., passenger and nighttime driving restrictions, supervised practice driving hours).
- Granted parent/guardians the ability to cancel their minor teens' permit or intermediate license at any time (Minor Affidavit DP-38).
- A seat belt law covering all motor vehicle occupants and seating positions.
- A primary handheld cell phone (talk and text) ban.
- Teen safe driving materials designed to help promote parent/teen engagement (e.g., Parent Supervised Driving Guide, RoadReady app).
- Developed a statewide campaign, Zero Teen Fatalities, overseen by a dedicated Program Manager.
- Designated the Department of Motor Vehicles as the owner of driver education and instructor certification standards.
- A risky driver program (D.R.I.V.E.) developed expressly for young violators that is court-promoted.
- A free, state-based, behind-the-wheel program (Driver's Edge) for young drivers focused on collision avoidance.
- A multi-jurisdictional, high-visibility enforcement program (Joining Forces) that addresses risky driving behaviors.
- Audio versions of the Driver's Handbook in English and Spanish.
- An intensive training program for new DMV employees.

WEAKNESSES

Nevada lacks...

- A clear owner or champion of its young driver safety program.
- Systemic safety protections for young drivers proven to reduce crash risk and prevent injuries and fatalities (i.e., inadequate GDL provisions and unusual education sequencing, no mandated behind-the-wheel training, no comprehensive electronic device ban, no decal to aid with enforcement).
- Primary enforcement of its GDL and seat belt laws.
- Formalized GDL education for parents/guardians.
- A funding program to help low-income teens obtain driver education.
- Consistent oversight of driver education providers.

- Tribal and youth involvement in the SHSP and the Zero Teen Fatalities program.
- Comprehensive evaluation of young driver policies and programs to gauge impact and reach.
- Inconsistency in how the courts handle young driver violators and how the DMV applies offenses to driving records due to AB116.

OPPORTUNITIES

Nevada should...

- Strengthen key provisions of its GDL law proven to reduce teen crash risk (i.e., minimum permit and licensing ages, nighttime driving and passenger restrictions, electronic/wireless device ban) and make enforcement primary.
- Add a parent/guardian component to the mandatory 30-hour driver education course.
- Add a parent/guardian module to Driver's Edge.
- Add a parent/guardian component to D.R.I.V.E.
- Reinforce GDL as a parent program in the "Parents Supervised Driving Guide," add information about a parent/guardian's ability to cancel a minor teen's permit or license and make a Spanish version available.
- Identify funding sources that can be used to provide driver education scholarships for teens, incentivize school districts to offer driver education and encourage more teachers to obtain driver education certification.
- Provide law enforcement the tools, information and POST-approved training needed to effectively and efficiently enforce GDL and other motor vehicle laws.
- Incorporate young driver safety into Joining Forces.
- Partner with the state's universities to conduct young driver research that informs policy and program development and modification.
- Address young driver safety at the Rural Safety Summit and FCCLA's annual Safety Conference.
- Engage youth and the Tribes in the SHSP and ZTF.
- Work with the Juvenile Justice Committee to address AB116.

THREATS

Nevada has...

- Limited awareness of its GDL law.
- Unlicensed young drivers.
- Tribal lands covering more than 1.6 million acres.
- One of the largest Hispanic populations in the nation, with more teens who are Hispanic than White.
- 17 counties, most of which are rural, making it difficult to reach all teens and their parents.
- Relied on flexed HSIP funds to support most young driver initiatives.
- A biennial Legislature that last amended the GDL law in 2015 to address a non-driving issue (truancy).
- A driver licensing fee that is dedicated to the Highway Trust Fund.

RECOMMENDATIONS

The remainder of this report details what the NV OTS and its partners can do to make gains in young driver safety. Nineteen recommendations that speak to the SWOT analysis findings are offered along with the rationale for each based on research, best practice, federal regulation or guidance, and/or other information. The recommendations are segmented by oversight agency (or the entity most likely to advance them).

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

Graduated Driver Licensing

- *Amend Nevada’s GDL law to align with evidence-based research and best practice.*
- *Make violation of any provision of the GDL law a primary offense.*
- *Add a parent/guardian component to the mandated 30-hour driver education course.*

Nevada’s GDL has been in place since 2001, with a school attendance requirement added in 2015; however, additional work is needed to garner the full benefits of this three-phase system. Working incrementally is encouraged to strengthen Nevada’s law to incorporate the following key components (Hedlund, 2007; IIHS, 2015; Centers for Disease Control and Prevention, 2024; Children’s Hospital of Philadelphia Research Institute, 2024):

- A minimum permit age of 16 and a minimum holding period of six to 12 months.
- At least 70 hours of practice driving, including 10 at night, certified by a parent/guardian.
- A minimum intermediate (provisional) licensing age of 17 and a minimum holding period of 12 months.
- No driving between 8/9 p.m. and 5 a.m.
- No more than one non-family member passenger, but ideally none through the duration of the intermediate licensing phase.
- Award a full (unrestricted) license only after successful completion of the entire intermediate phase, even if the teen turns 18 while holding the intermediate license.
- Require parents/guardians to complete an educational program with their young driver.
- Require GDL holders to place an identifier (decal) on the vehicle they are driving to aid with enforcement.

Practice Hours

Driving is a learned activity that takes practice. No matter how intelligent, level-headed, respectful or talented a teen may be when it comes to driving, the playing field is level. Researchers point to the need for novices to log at least 1,000 to 1,500 miles of driving, in a variety of conditions and on all types of roadways, to experience a significant reduction in crash risk (NSC, 2009). Nevada, like 48 other states, requires young drivers to accumulate a minimum number of supervised practice driving hours before licensure rather than a specific number of miles behind the wheel.

Research suggests that more hours are better than fewer and that 80-120 may be optimal, with a minimum of 70 recommended (Senserrick & Williams, 2014). A recent study of Ohio drivers, for example, found that for every month in the learner’s permit stage, crash rates were reduced by 2%

(Walshe et al., 2022). Using the IIHS GDL calculator, which shows how changes to state provisions might affect collision claims and fatal crashes among young drivers, increasing Nevada's practice hour requirement from 50 to 70 could produce a 3% and 1% reduction, respectively, in collision claims and fatal young driver crashes (IIHS, 2025b).

The value of practice cannot be overstated. A new study that looked at the effectiveness of GDL in the U.S., Canada and other countries, found that these systems are not living up to their full potential because teens are not getting enough practice. The researchers found that more supervised practice leads to fewer crashes, near misses and risky events in the first months of independent driving and recommend teens complete 100-120 hours, well above Nevada's minimum requirements (Kaur & Marek, 2025).

Nighttime Driving

Driving at night is problematic for all motorists, but especially for novices. Teens are three times more likely to be involved in a fatal crash after dark (NSC, 2009). Since many teen-related activities occur in the evening, fatigue and inexperience combine to impact safety. Add to that a tendency for teen night-time driving to include passengers, lack of seat belt use, alcohol and a social atmosphere, and the risk is even higher. Studies point to 8/9 p.m. as the optimal start time for a nighttime restriction. Moving Nevada's nighttime driving restriction from 10 p.m. to 9 p.m. could result in a 2% reduction in fatal young driver crashes; an 8 p.m. restriction could increase that to 5% (IIHS, 2025b).

Passenger Risk

Passengers also pose a tremendous risk for young drivers. While teens look forward to driving with their friends and parents may view it as the much-anticipated end to years of carpooling, adding just one passenger increases a teen driver's risk by 50%. Put three or more teens in the car and the risk is nearly four times greater (NSC, 2009). Research points to the positive impact GDL passenger restrictions have on reducing young driver crashes – from 9% to 21% when a teen is restricted from transporting any passengers and from 7% to 20% where there is a one passenger limit (Masten, Foss & Marshall, 2013; McCartt et al., 2010).

Nevada's GDL currently bans a young driver from transporting a passenger who is not an immediate family member during the first six months of intermediate licensure. However, during the next six months, the ban is lifted despite research confirming that a young driver still has an elevated crash risk. Using the IIHS GDL calculator, extending the zero-passenger limit throughout the full 12 months of the intermediate license could result in as much as a 27% reduction in fatal teen crashes (2025).

A passenger provision that changes halfway through the licensing phase to allow a young driver to transport family members is also problematic from an enforcement perspective. How does a police officer know if a passenger is a family member, particularly if the passenger is not carrying identification? And if the passenger is the young driver's sibling(s), does that reduce the crash risk? Research shows that a child's risk of dying in a crash double when a teen is behind the wheel (Winston, Kallan, Senserrick & Elliott, 2008). While there may be times when a young, inexperienced driver may need to transport a sibling, there's no reason to believe that siblings are less likely to create a distraction for the driver. Since this exemption puts more than one child from a family at risk, including minor family members in Nevada's current passenger restriction, will result in a safety benefit. After all, an intermediate license holder is still a driver in training and should NOT be considered a transportation provider.

Critics of passenger restrictions, who do not allow teens to transport their peers, often point to the potential for an increase in crashes caused by forcing more young drivers onto the road. There is no empirical evidence supporting this concern. The increased crash risk resulting from more teens driving themselves is outweighed by the dramatically higher crash risk faced by teens who drive with multiple passengers (Chen et al., 2001).

Permit & Intermediate Licensing Ages

Delaying the start of Nevada's learner's permit phase by six months could result in a 7% reduction in teen fatal crashes (IIHS, 2025). While teens and parents may balk at the idea, waiting until a teen is 16 years of age has safety advantages from a neurobiological standpoint. If Nevada moves in this direction, continuing to require a teen to hold a permit for 182 days (6 months) should be the minimum, with a goal of increasing that to 9-12 months. Research supports increasing the holding permit to 12 months due to its impact on reducing the risk of collision involvement during the unsupervised intermediate license stage (Gulliver et al., 2013).

It is important to note that increasing the learner phase to 12 months would raise the intermediate licensing age in Nevada to 17, which could potentially derail the change. However, enacting such a change is one of the most important steps a state can take to reduce teen fatalities. Even after controlling for the effects of other components of GDL – most notably, the nighttime driving and passenger restrictions – young drivers in states with older licensing ages have lower fatal crash rates and fewer insurance collisions. Raising the driver's license age from 16 to 17 is associated with a 13% lower fatal crash rate among 15- to 17-year-olds (McCartt et al., 2010, as cited in IIHS, 2025a) and a 9% reduction in collision claim rates among 16-year-old license drivers (Trempe, 2009 as cited in IIHS, 2025a).

New Jersey is currently the only state with a minimum intermediate licensing age of 17. This policy has been in effect much longer than the state's GDL law. Not surprisingly, it eliminates most crashes involving 16-year-old drivers (the state's minimum permit age) and research confirms it has resulted in much lower combined crash rates for 16- and 17-year-old drivers compared to neighboring states (Ferguson et al., Williams et al., as cited in IIHS 2025a). But New Jersey's GDL law has another unique provision: It applies to all young drivers under 21 years old and, as a result, the benefits of this policy have resulted in crash reductions for 18-year-olds. Studies support states extending GDL to 18- to 20-year-olds (Curry et al., 2017; Curry et al., 2018).

Primary vs. Secondary Enforcement

A violation of Nevada's GDL law is a secondary offense, meaning a law enforcement official must have another reason to stop the driver. Primary enforcement would allow a police officer to stop a young driver for a GDL violation, such as having multiple passengers in the vehicle, which research confirms significantly increases their crash risk. Secondary laws convey to motorists that a law is not important and less likely to be enforced. GDL laws are the most effective tool states have for reducing young driver crash risk, but that effectiveness is reduced significantly when enforcement of key provisions, such as passenger and nighttime driving restrictions, is secondary.

While the GDL law is complex, Nevada police officers are also faced with the challenge of trying to identify who is in fact driving with a permit or intermediate license. This is one of the most vexing problems associated with the GDL law, not only in Nevada, as noted by officials interviewed for this report, but nationwide. While a driver may look young, operate a vehicle favored by teens or be leaving a location frequented by young people (e.g., high school parking lot, mall, movie theater, athletic

facility), this does not guarantee the driver is a GDL holder. This inability to determine the driver's age and licensing status impacts whether a GDL violation is treated as a primary or secondary offense. And as research clearly shows, compliance rates with secondary enforcement of motor vehicle laws are considerably lower.

Giving law enforcement officials the tools, in this case, the means to identify a GDL permit or license holder, aids in enforcing the proven provisions of GDL laws. Currently, only New Jersey requires teens under 21 years of age holding a permit or intermediate license to display a small, red reflectorized decal on the front and rear license plates of the vehicle they are operating (New Jersey's GDL applies to all new drivers under 21 years of age). According to researchers at The Children's Hospital of Philadelphia, the crash rate for 17-year-old intermediate drivers fell 9.5% during the first two years of the decal requirement compared to the previous four years before implementation. More dramatic effects were observed for single vehicle crashes involving older intermediate drivers with rates declining 13% for 18-year-olds and nearly 17% for 19-year-olds (Curry, Pfeiffer, Elliott & Durbin, 2015). Statewide GDL enforcement also increased 13.5% since the mandate took effect (New Jersey Administrative Office of the Courts, 2014) and remains strong thanks to the decal.

To help Nevada advance such a measure, NVACT is encouraged to download the [fact sheet](#) developed by the Children's Hospital of Philadelphia. This may be distributed and reproduced without permission. Engaging law enforcement officials in a discussion about the challenges they face in identifying GDL holders and its impact on enforcement of the law is also recommended to advance both the decal and primary enforcement with the state legislature. (A recommendation to develop and deliver GDL training for law enforcement is discussed later in this report, see page 26.)

Parent Orientation

Young driver behavior experts agree that parents and guardians play a key role in graduated driver licensing systems. Parents who know their state's GDL law, including how and why it works to address teen crash risk, can be effective champions and enforcers. Research confirms that the earlier parents/guardians are involved in the licensing system – helping to coach their young driver in the permit phase and setting and monitoring limits that address risky behaviors in the intermediate phase – the better the outcome (Zakrajsek et al., 2012).

A survey of parents across the country reported a mixed bag of responses about their knowledge of GDL and awareness of the risk for their teens. (Conversations with parents attending two sessions of the Driver's Edge program in late July in Nevada yielded similar results.) Building a parent component into Nevada's 30-hour driver education course (face-to-face or online) is the optimal way to clear up confusion about how and why GDL programs work. It can also help parents make the link between GDL restrictions and young driver risk. Once parents understand this, they are more likely to view GDL as a supportive program rather than a government dictate and leverage it to coach and monitor their teens. (Nevada's GDL law also gives them the ability to cancel their minor teen's permit or provisional license in partnership with the DMV.) This is critical because GDL is first and foremost a parent program, one designed to help parents help their teens survive their most dangerous driving years.

Currently, a handful of states, including Connecticut, Massachusetts, Minnesota, Montana and Virginia, have instituted a parent education prerequisite for teens to obtain a driver's license. The [core elements](#) of a parent component are outlined in a guidance document, part of the Novice Teen Driver Education and Training Administrative Standards developed by the Association of National Stakeholders in Traffic Safety Education, of which GHSA is a member. A parent component also presents another opportunity to

share the “Parents Supervised Driving Guide” and RoadReady app. Parents who receive materials in conjunction with facilitated guidance – at a parent-teen orientation or seminar, for instance – are more likely to recall receiving them and, more importantly, to use them (Zakrajsek et al., 2012).

To bolster support for a mandated parent component, the NV OTS is encouraged to partner with the DMV and an approved driver education course provider to conduct a pilot with a statistically significant number of parents/guardians. To gauge parent/guardian understanding of young driver crash risk and GDL, deliver a pre- and post-test in conjunction with the training. Follow up with participants via email or phone six and 12 months after they complete it to ascertain how they are using what they learned to help their young driver.

Seat Belts

- *Amend Nevada’s secondary seat belt law to make failure to buckle up a primary offense.*

Nevada’s seat belt law requires all motor vehicle occupants aged six years and older, regardless of seating position, to buckle up. But its effectiveness is hampered by the fact that it is a secondary law (law enforcement needs another reason to stop the driver as discussed previously). Primary seat belt laws are proven to save lives by increasing compliance, especially for those who are less likely to buckle up – young drivers, males. Therefore, Nevada is not reaping the benefits of this critical public health tool.

Recognizing the lifesaving value of seat belts (45% reduction in the risk of fatal injury and 50% reduction in moderate to critical injury to front seat occupants; up to 65% for front seat occupants in SUVs, vans and pick-ups; 58% reduction in fatal injury to back seat occupants), ensuring that teens buckle up every trip is essential (Kidd, 2025). Why? As addressed earlier in this report, young drivers have the highest crash risk of any age group on the road and are three times more likely than drivers 21 and older to be involved in a fatal crash (IIHS, 2015). Plus, the first two years of driving are the most dangerous for teens, with the highest risk occurring during the first 30 to 90 days of independent driving (National Safety Council, 2009; Mayhew, Simpson & Pak, 2003).

Research confirms that teens who live in states with primary enforcement seat belt laws are 12% more likely to buckle up as drivers and 15% more likely to buckle up as passengers compared with their peers who reside in states with secondary laws. As teens move through the stages of GDL, those who live in primary enforcement states are more likely to keep buckling up as compared to their secondary state counterparts (Garcia-Espana, 2012).

Belt use by teens improves even more when their parents buckle up and reinforce the importance of doing so on every trip. Teens decide what’s normal by observing the behaviors around them. They will be more likely to buckle up if their parents have established this as a routine. Additionally, teens who view their parents as involved (set rules and monitor) are twice as likely to wear a seat belt as a driver or passenger than teens who say their parents are uninvolved. These teens are also nearly twice as likely to believe that buckling up affects their safety (The Children’s Hospital of Philadelphia, 2009).

Nearly half of the motor vehicle occupants killed in crashes in Nevada are unbelted. To help educate and garner the Legislature’s support for making the law primary, the NVACT is encouraged to update their most current statewide fact sheet and develop a fact sheet for each legislative district that segments the unbelted serious and fatal injury data by zip code, age, gender, race, and vehicle type. Since NV OTS and

its government partners are prohibited from lobbying, engaging non-governmental organizations (e.g., AAA, universities, hospitals, Chambers of Commerce) and survivor advocates (particularly parents who lost teen drivers and passengers due to non-belt use) to help carry the water is critical. Sharing the fact sheets with the media and connecting them with survivor advocates are also recommended, as local news stories involving an elected official's constituents can help spark action.

Distracted Driving

- *Enact a comprehensive ban on the use of mobile communication devices (handheld and hands-free) by GDL holders while operating a motor vehicle.*

As discussed earlier in this report, distraction was the leading cause of young driver fatal crashes between 2017 and 2021 (20%). The risks posed by using a cell phone to make or take a call or text while driving are well-documented and publicized. Teens are more susceptible than adults to cell phone use risks in vehicles, prompting many states to enact full bans for GDL holders (Durbin et al., 2014). Currently, 36 states and the District of Columbia prohibit teens from using mobile electronic communication devices in vehicles, including hands-free systems (GHSA, 2025). Including the latter is important since “hands-free does not mean risk-free due to the effects of cognitive (mental) distraction” (Hamilton, Arnold & Tefft, 2013). Many hands-free devices still require some degree of manual interaction, which often leads to visual distraction. In addition, voice-command systems may not adequately prevent distraction as intended (Reimer et al., 2013).

A review of national fatal distracted driving crash data for 2023 indicated that 15 to 20-year-olds have the highest proportion of drivers (7%) who were distracted at the time of the crash. This compares to an average of 5.5% for all other age groups (NCSA, 2025b). Analyzing Nevada's distracted driving fatal and serious injury crash data to better understand young driver involvement is recommended, including what impact these crashes had on other drivers, passengers and non-motor vehicle occupants. According to NHTSA, 49% of the people killed in teen distracted driving crashes in 2023 were not the young driver (NCSA, 2025). This information could be used to build support for a GDL electronic device ban.

Driver Education and Training

- *Require all new drivers under 21 years of age to complete driver education.*
- *Develop a financial mechanism to ensure driver education and training are available to all teens regardless of income.*

Nevada's GDL law applies only to young drivers under 18 years of age. As a result, teens who wait until 18 to obtain a license do not reap the benefits of driver education, which research confirms reduces young driver crash risk. Studies conducted in Oregon and Nebraska, for example, determined that teens who completed state-approved driver education courses had lower crash and violation rates compared to their peers who didn't complete formal training (Raymond et al., 2007; Shell et al., 2015).

An analysis of Ohio young driver crash data in the year after 16 to 24-year-olds obtained a driver's license found that 16 and 17-year-olds had lower crash rates in their first year of driving compared to drivers licensed at age 18 (Walshe et al., 2022). Under that state's GDL law, only new drivers under 18 years of age were required to complete 24 hours of classroom instruction, eight hours of professional behind-the-wheel training and 50 supervised practice hours. As a result of the study, however, anyone

under 21 years of age applying for a driver’s license is now required to complete driver education and training like 16 and 17-year-olds. The requirement took effect on September 1, 2025.

A similar measure has also been signed into law in Washington State. [HB1878](#) makes driver education (30 hours of classroom instruction, five or six hours of in-car training and one or four hours of in-vehicle observation) a requirement for 18 to 21-year-olds seeking a license. The requirement will be phased in over the next five years, starting with 18-year-olds in 2027, and 19, 20 and 21-year-olds in 2028, 2029 and 2030, respectively. The bill gained legislative support after the Washington Traffic Safety Commission released data showing that people who did not complete driver education have a 70% higher rate of injury or death in a motor vehicle. In addition, young drivers who obtained their license at 18 were 50% more likely to get into a crash in their first year of driving compared to those who did so at 16 years of age (Kroman, 2023).

Funding Driver Education

Both Washington and Ohio have also taken steps to address financial barriers that may prevent some teens from enrolling in driver education and training. In addition to mandating training, HB1878 created a Driver Education Safety Improvement Account (Account) in Washington to fund driver education initiatives. This includes a voucher program for low-income individuals to access driver training courses, expanded education opportunities for driver training school instructors, and a partnership program with tribal governments to provide young driver education in tribal communities.

To generate this revenue, beginning on January 1, 2026, the permit fee increased \$10 to \$35, while the fee to obtain a new driver’s license was renamed an “application fee” and raised by \$15 to \$50. The license fee assessed at the time of vehicle registration also increased by 25 cents to 75 cents. Any revenue generated from the deployment of speed safety cameras that exceeds their operating and administrative costs must also be transferred to this Account (State of Washington, 2024).

Ohio, meanwhile, established Drive to Succeed in 2022 to provide scholarships to help low-income teens afford driver training. The program is funded by the state and administered by the Ohio Traffic Safety Office (OTSO), with applications typically processed through regional Educational Service Centers or the OTSO website. Approximately \$6 million has been allocated to the program, with an average scholarship of \$475 (E. Davidson, personal conversation, December, 2025).

In addition to learning more about these funding initiatives, Nevada is also encouraged to review Wisconsin’s Driver Education Grant Program (authorized by [Wisconsin Act 86](#)). Established in 2024, the Program provided \$6 million annually to more than 10,000 low-income students. Funded through a permanent budget appropriation, it is open to teens aged 14 to 19 who must complete an application on the Wisconsin Department of Transportation website. Funding is awarded on a first-come, first-served basis; eligible students receive a confirmation email with a coupon number they provide to any approved driver education provider of their choice. Funds are paid directly to the driving school and cover the cost of 30 hours of classroom instruction and six hours each of observation time and driving (American Association of Motor Vehicle Administrators, 2025).

Lastly, when Oregonians obtain a new driver’s license (\$64) or renew an existing one (\$54), \$6 of the fee is deposited in the Student Driver Training Fund (SDTF), which funds state-approved driver education providers. (Oregon teens must complete 32 hours of classroom instruction and 6-12 hours of behind-the-wheel training.) The SDTF provides a maximum subsidy of \$210 per student to keep costs low, but providers can receive an additional subsidy of up to \$75 per student if they offer scholarships to low-

income students (SNAP or Temporary Assistance for Needy Families eligible) (Oregon Department of Transportation, 2016).

Funding for More Instructors

Nevada driving education professionals interviewed for this review indicated there is a shortage of instructors in the state. If Nevada elects to expand driver education to older teens and/or to address access to education and training in rural areas, it must find a way to increase the ranks of certified instructors. The DMV is encouraged to take a closer look at programs in Oregon and Ohio.

In addition to funding student scholarships, monies from Oregon's SDTF are used to provide free training for driver education instructors. Oregon's driver education instructor-training program, administered by Western Oregon University, is a model for other states. It provides training and mentoring to adult instructors to prepare them to teach young drivers using the Department of Transportation-Office of Traffic Safety (DOT-TSO)-approved curriculum, offers an annual regional conference to foster professional growth and updates the DOT-TSO curriculum to ensure it meets learners' needs and addresses ever-changing vehicle technology (Western Oregon University, 2025).

The Ohio Traffic Safety Office (OTSO) recently awarded Instructor Development Grants to five driver education training centers to provide training for new instructors in their respective regions. Each center will be reimbursed up to \$1,500 per instructor trained, based on the type of training provided. The OTSO grant is part of a \$1 million investment in instructor development (Times Recorder, 2025).

The OTSO also recently hired a Driver Education School Liaison (DESL) tasked with bolstering access to driver education. This former superintendent of the Muskingum Valley Educational Service Center established a partnership with the Ohio Valley Educational Service Center to create a driving school in a region where training was limited. Since its inception, the program has grown to serve 31 districts in 17 counties and has helped approximately 4,000 students obtain their driver's license. In addition to this model, the DESL is also promoting educational entities partnering with existing driving schools, which can expedite the timeline for offering driver training to a district's students (Davidson, 2025).

Nevada's License Fee

Nevada does not subsidize driver education for low-income families. According to [NRS 483.410](#), the fee for a full-term, eight-year Nevada driver's license is \$41.50, with \$38 collected as a transaction fee and \$3.50 allotted to cover production costs. The latter is passed directly to the printing vendor, while \$37 of the former is distributed to the State Highway Fund (SHF) and the remaining \$1 is deposited in the Highway and Safety Administrative Account (this "Account" was created within the SHF, per [NRS 483.415](#)). The money in this Account may be used only by the NV DOT for two positions, one of which is the Highway Safety Information and Outreach Coordinator. This position is responsible for planning and administering safety education programs focusing on the interaction between transportation modes and may also provide grants to local government entities, including school districts, to help carry out safety education programs ([NRS 408.228](#)).

The NVACTS is encouraged to explore how the funding in this Account could be used to provide driver education-related financial assistance. Increasing the licensing fee, with the additional funds statutorily dedicated to providing driver education grants to low-income teens, could also be considered, along with state or federally funded scholarship programs. Truckee Meadows Community College (TMCC), for example, is using a \$15,000 grant from the NV OTS to award \$100 scholarships to teens attending Title I schools to help them defray the \$125 cost of TMCC's 30-hour driver education course.

Driver Education and Training

- *Enhance Nevada’s current driver education requirements to better align with the National Teen Driver Education and Training Administrative Standards.*
- *Create partnerships with organizations such as the Safe Roads Alliance or the auto insurance industry to make safe driving apps more accessible.*

While young driver licensing requirements are administered by the states, the [National Teen Driver Education and Training Administrative Standards](#) (Standards) were developed, with input from subject matter experts and the latest research. They are designed to serve as the foundation for a state and/or organization’s policies on driver education and training. Originally published in 2009 and revised in 2017, the current 2023 edition incorporates many enhancements including: risk/emergency preparedness; data collection; services for drivers with disabilities; virtual classroom training; prerequisites, training and, requirements for candidate instructor trainers and mentors; testing for licensure through driver education and training; and parent/guardian involvement.

Nevada’s current 30-hour driver education course requirement falls short of the current Standards, which call for a blended approach to learning that includes a minimum of 45 hours of classroom instruction, 10 hours of behind-the-wheel training, and 10 additional hours using a variety of delivery modes (i.e., observation, behind-the-wheel, range, simulation, classroom/theory [traditional, online, independent study] and virtual reality). This blended approach to learning gives states the flexibility to tailor programs to meet young driver needs, while augmenting and building upon the abilities and experiences of driving instructors (Mayhew et al., 2024).

The Standards also address instructor training, driver education provider monitoring and program evaluation. Nevada currently does not require continuing education for licensed instructors. The Standards call for continuing education and professional development, noting that well-trained instructors are better equipped to positively influence the novice teen’s driving behavior, supporting a state’s goal to reduce novice teen crashes, injuries, and fatalities. Provider monitoring is also vital to ensure compliance with state standards. Nevada Revised Statutes governing driving schools and instructors require the DMV to monitor the provider’s performance and inspect its vehicles “at least once every two years” (State of Nevada, 2024). Driving school professionals interviewed for this review indicated that DMV did not conduct regular monitoring or inspections as prescribed in the regulations.

Lastly, there has been no evaluation of the various driver education course curricula to determine their impact on student knowledge and driving performance. Conducting such an evaluation is warranted, given that there are no mandated curriculum and the course may be taken either in-person or online. Partnering with a university to assess if one delivery method is more effective than the other in preparing teens to pass the driving test, as well as reducing violations and crashes, is recommended. At a minimum, Nevada should conduct a study of rural teens who log 100 hours of supervised practice driving rather than complete an online driver education course to determine their crash and violation rates. A study of Texas teens who were taught to drive by their parents found they were nearly three times more likely to be involved in a serious crash than young drivers taught by professionals (Pezoldt et al., 2007).

It would be impossible for Nevada or any state, for that matter, to implement all the Standards at once. That is why states should aim to improve driver education and training programs incrementally by implementing the Standards over time. To help jump-start this process, states are encouraged to conduct a State Self-Assessment utilizing the [State Self-Assessment tool](#) (the current version aligns with the 2017 edition of the Standards, an updated version is expected to be available soon) and/or to conduct a NHTSA State Driver Education Assessment (Assessment). Nevada may use Section 402 funds to pay for the latter, while the self-assessment tool is available at no cost. Free ANSTSE Consultation Services may also be requested by a state interested in adopting any component of the Standards, to make improvements to its driver education and training program and/or following an Assessment to help a state prioritize and/or implement recommendations.

Nevada is also encouraged to review the [backgrounder](#) discussing Oregon’s Driver Education program. It details how the program has been overhauled over the past two decades to become one of the most successful in the country.

Logging Driving Hours

Nevada’s GDL program requires young drivers to log a minimum of 50 hours of supervised driving practice, including 10 hours in darkness. If driver education is not offered within a 30-mile radius of the teen’s residence and they prefer not to complete an online course, they must complete 100 hours of supervised driving, including 10 at night. Teens who receive behind-the-wheel training from a professional instructor may count those hours toward this requirement. The young driver must keep a written log of the dates and times they drive and submit it, along with a form (DLD 130) certified by their parent or legal guardian, to the DMV when taking their driving skills test.

To aid teens in tracking these hours, Nevada DMV makes available a free “Parents Supervised Driving Guide” and the RoadReady app developed by the Safe Roads Alliance. The Guide includes the form and a paperlog, while the app, which can be downloaded to an Android or iPhone, uses telematics data to log into driving practice. If the app is used, both the teen and their parent/guardian must create an account (which are linked), as the latter will be emailed the driving log. Once the teen completes practice driving, the log can be exported for delivery to the DMV. According to a RoadReady representative interviewed for this review, approximately 16,000 Nevada teens download the app annually (J. Garnish, personal conversation, December, 2025), which, according to the DMV, represents slightly more than half of the state’s permit applicants each year (T. Martin, personal conversation, July, 2025). To bolster this number, Nevada may want to take a cue from Florida, which developed a DMV counter stand with a QR code that can be used to easily access information about the app.

Working in partnership with the Ohio Traffic Safety Office, the app developer built a customized version for the state that Nevada is encouraged to investigate. (It should be noted that Ohio paid for the customization [\$192,500], as the state is not able to accept sponsorships, and pays an annual maintenance fee of \$29,000.) When a practice drive is started on the app, it will time out after 7-10 minutes if no movement is detected. This can prevent “running the app” to fraudulently log hours (an issue that was raised during discussion with Nevada driving school instructors). The Ohio version also features custom lessons and an administrative portal where the state can add tips, recommendations, badges and lessons.

The app was also built to integrate with the Ohio Bureau of Motor Vehicles (BMV) driver license database via an Application Programming Interface. When the teen and their parent/guardian set up accounts, the app verifies that the teen has a valid permit and the adult is at least 21 years old and a

license holder. Once the mandated practice hours are completed, the app syncs with the BMV database to generate the required affidavit and driving log. However, the goal is to electronically transmit the log to the BMV. Doing this will necessitate a change to Ohio's GDL law to remove the affidavit requirement.

Currently, both the Ohio and Nevada versions of the app track all hours up to and over the minimum requirement. However, the app stops "counting" the hours once the minimum is reached. Nevada should request that the app continue to track practice hours over the required 50 and that a message be added, such as "Congratulations you've logged 50 hours, but keep practicing to build skill."

The current version also sends the teen and parent/guardian a weekly email indicating how much they've driven and how many hours remain to reach the required minimum. A new version of the app (coming in 2026) will analyze the teen's driving actions and provide "unbiased" feedback and tips (teens often do not appreciate a parent pointing out their driving deficiencies). The app will score each driving session (one to 10) in key areas, such as braking, acceleration, turning and speed, and provide recommendations on how they can improve their skills during their next drive. It will also feature short, animated videos that align with the "Parent Supervised Driving Guide."

These enhancements are welcome news. Researchers who identified supervised practice as the weak link in GDL program effectiveness are calling for the use of digital logbooks and feedback. These systems not only "beat paper on integrity and engagement," but have features that keep teens practicing. They help turn a "compliance chore into a guided learning journey" (Kaur & Marek, 2025).

The OTSO plans to fund research to determine if teens who use the app and receive personalized feedback have a reduced crash risk compared to non-users. The telematics data collected via the app will be de-identified and examined to also determine what are the most prevalent performance issues. This information will help inform updates to the driver education curriculum. Nevada would benefit from similar research.

Graduated Driver Licensing

- *Develop and deliver GDL training for front-line operations staff with a particular focus on the critical role of parents/guardians.*
- *Update the Parents Supervised Driving Guide so that Nevada's GDL and how it addresses teen crash risk are front and center, and make a Spanish version available.*

As discussed earlier in this report, state GDL laws are complicated. Plus, they were not in effect when today's parents obtained a driver's license. Ensuring that Nevada's frontline DMV staff fully understand the complexities of the law and can clearly and succinctly explain them to teens and their parents/guardians is essential. According to DMV officials interviewed for this review, when new legislation is enacted affecting the agency, staff receive a high-level overview. New hires, meanwhile, receive four to six weeks of intensive training, but it was not indicated if this includes a comprehensive review of Nevada's GDL program (T. Martin, personal conversation, July 2025).

Adding a robust GDL module to new hire training is recommended, along with the development of a GDL train-the-trainer program to reach seasoned employees. The focus should be on helping staff not only understand the components of Nevada's GDL (i.e., three phases, practice driving hours, nighttime and

passenger restrictions), but also how it works to address young driver crash risk. At the very least, staff need to know, and convey to parents/guardians, that GDL may (Fischer, 2013):

- Delay full licensure, which is a good thing because of developmental and behavioral issues (teen immaturity due to brain development).
- Restrict or limit passengers and ban texting and/or the use of electronic devices, which are the leading cause of teen fatal crashes in Nevada.
- Keep teens off the road late at night when they are likely to be tired and/or joyriding and they, as well as other drivers, may be speeding or impaired.
- Require seat belt use, which is critical due to teens' elevated crash risk and the lifesaving benefit of proper restraint.

Spelling out the penalties (e.g., fines, fees, license suspension) for failing to comply with these and other provisions is also important. Parents need to know what these are since they are likely to impact their teens' license status, mobility and insurance rates. The fact that driving is a privilege, not a right, is a key message parents need to hear and convey repeatedly to their teens. Parents/guardians need to be reminded that they have the right to cancel their minor teens' permit or intermediate license. According to the DMV, the agency has processed only seven cancellations since the policy was enacted (T. Martin, email correspondence, August 7, 2025). Whether that is due to a lack of awareness and/or that parents must do this at a DMV office (an online option is not available) is unknown. Lastly, parents must understand Nevada's GDL law is the minimum standard to exceed, not a guideline or the maximum to aim for.

Parents Supervised Driving Guide

Graduated driver licensing is memorialized in law, but it is important to understand that it is first and foremost a parent program. One designed to help their teens overcome the inherent risks they face as new, inexperienced drivers. Ensuring parents fully understand and leverage GDL is critical, as research confirms it is the most effective tool available for reducing young driver crash risk.

Nevada conveys information about the GDL law via the DMV website, social media and the agency's front-line staff. Like other states, it also partners with Safe States Alliance to make printed and online versions of the "Parents Supervised Driving Guide" available to parents/guardians at no cost (approximately 19,000 annually, according to Safe States Alliance). While they may not recognize it, teens say their parents/guardians are their number one influencer when it comes to learning to drive (The Allstate Foundation, 2015). Given that Nevada currently does not require young drivers to complete professional behind-the-wheel instruction, parents must assume that role. The Guide provides an easy-to-follow plan that parents/guardians can use to help their young drivers build skills over time.

In addition to driving lessons, the Guide includes the required driving log, highlights dangers for teens, and offers numerous tips addressing everything from the benefits of using commentary driving to respecting all road users. While Nevada's GDL program is briefly introduced in the DMV's message to parents (page 1) and discussed, but not identified by name, on page 16, ensuring it is front and center is essential (that should include a parent/guardian's right to cancel a minor teen's permit or license.) The DMV is encouraged to work with the Safe States Alliance to make this a priority.

In addition to making GDL more prominent, the Guide should also address why teens have the highest crash risk (immaturity due to the teen brain not developing until the early to mid-twenties and inexperience) and how GDL helps to address that risk. The importance of parental involvement should

also be prominently addressed. While GDL is the most effective tool in the young driver toolbox, efforts to promote the critical role that parents and guardians play in monitoring and coaching their teens also contributed to the reduction in young driver crashes and crash rates.

Landmark research conducted by the Center for Injury Research and Prevention at the Children’s Hospital of Philadelphia (CHOP) determined that teens are less likely to crash and violate the law if they have parents who set, monitor and enforce safe driving practices. Involved or “authoritative” parents who set high expectations, as well as nurture their young drivers, will see their children more likely to drive safely at far greater rates than teens with permissive or uninvolved parents (2009). Nevada is encouraged to include this information in the next version of the Guide.

An earlier recommendation in this report calls for the inclusion of a parent component in the 30-hour driver education course. If this were implemented, it would present another opportunity to disseminate the Guide and explain the RoadReady app. To ensure all parents/guardians receive the guide when visiting DMV, the agency is encouraged to post a two-sided counter stand at each front-line station. The front side, which would be visible to customers, reminds them to ask for the Guide and includes a QR code to help them access the RoadReady app. The back of the stand, which would be seen by agency staff, would remind them to give parents/guardians the Guide and briefly point out key provisions of Nevada’s GDL program.

Nevada’s Driving Manual is available in both English and Spanish, which is important given that the state has one of the largest Hispanic populations in the nation. As of 2021, the teen population is predominantly Hispanic (40.8%), followed by White (non-Hispanic, 35.79%), Other/Mixed Races (non-Hispanic, 18.09%), African American/Non-Hispanic (2.31%), American Indians (non-Hispanic, 1.57%) and Asian/Pacific Islander (non-Hispanic, 1.43%) (Bittleson, 2022). Making a Spanish-language version of the Guide and RoadReady app available is also recommended.

NEVADA OFFICE OF TRAFFIC SAFETY & NEVADA STATE POLICE

Education and Training

- *Provide law enforcement the tools, information and POST-approved training needed to effectively and efficiently enforce GDL and other motor vehicle laws.*

GDL laws are complicated. While teens typically know at what age they may enter a state’s GDL system and move from one stage to the next, it is common for them to be misinformed about the restrictions. If teens – the audience directly impacted by GDL – do not fully understand the law, imagine the challenge for law enforcement.

Ensuring that law enforcement officials understand how and why GDL works is essential. But providing training that addresses the nuts and bolts of the law and referring them to a website is simply not enough. Police officials must be fully aware of the risks for teens and how GDL works to address those risks. This training must be directed not only at patrol officers, but also at agency leadership. Top police officials must understand the impact a strong and well-enforced GDL law can have on reducing teen crash risk, so chiefs and sheriffs can fully support line officers taking these enforcement actions if parents or community members object.

Why is training so important? When law enforcement knows and understands the GDL law, they are more likely to enforce it and when teens know the law is enforced, they are more likely to comply. Stopping and citing a teen for a GDL violation sends a strong message to a novice driver, his parents and others in the community that law enforcement takes the law seriously. That stop also allows the officer to reinforce the provision the GDL holder is being cited for (i.e., nighttime driving or passenger violation, riding unrestrained, using a cell phone) and why the teen is not only putting themselves at risk, but others who may be in the vehicle and on the road.

Data provided by the NV OTS, found that between January 2022 and July 2025, law enforcement officials issued only nine citations to young drivers who violated the passenger restriction. That is an average of 2.57 citations per year or .2 citations per month. While the number of citations issued to GDL holders who violated the nighttime driving restriction during this same period is significantly higher – 45 – that equates to slightly less than 13 citations per year or 1 citation per month.

That is why providing GDL training for recruits and officers is necessary. The POST program, which is responsible for law enforcement certification and training in Nevada, is the most appropriate entity to undertake this effort in collaboration with the NV OTS ZTF Program Manager and Law Enforcement Liaisons. Identifying best practices in GDL training implemented in other states, such as New York (*GDL All Points Bulletin* podcast) and New Jersey (*GDL for Law Enforcement* training program, educational materials, pocket-sized GDL violation card) is recommended. Additionally, Nevada's annual safety summit and law enforcement meetings provide opportunities to educate police officers about GDL. To bolster law enforcement's understanding of GDL, NV OTS may want to consider requiring training as a prerequisite for receiving young driver-related education and enforcement grants.

Younger driver safety should also be incorporated into Nevada's Joining Forces program, since they, like their older counterparts, may speed, drive distracted or impaired, or fail to buckle up. If a young driver is stopped for engaging in one of these risky driving behaviors, it presents an opportunity for the officer to ensure the teen is complying with Nevada's "secondary" GDL law. If they are violating the passenger or nighttime driving provision, for example, they should be cited accordingly. (A recommendation calling for primary GDL enforcement is discussed earlier in this report.)

While teens, as well as parents, may view strong GDL enforcement as excessive, police officials should regularly monitor and report through local media and municipal channels why teens are being stopped and the impact these violations have not only on their safety (i.e., fewer crashes, reductions in speeding), but also on the safety of all roadway users. All Nevada law enforcement agencies are encouraged to adopt such a practice.

In the event an officer stops a teen for a passenger or nighttime driving violation, departments must have a Standard Operating Procedure (SOP) in place to address this situation. Since driving post-curfew and/or with multiple passengers is risky for a novice driver, officers should not allow the licensee once ticketed (or their passengers) to get back on the road. If a department has not established clear protocols for dealing with this situation, officers may elect not to make GDL stops. For that reason, knowing what to do with the young driver and their passenger(s) and vehicle is essential.

Surveying all Nevada law enforcement agencies – a task that could be undertaken by the LELs – to determine if they have formal SOPs in place addressing GDL violations is recommended. The findings should be assessed and a plan developed and implemented to ensure adoption of SOPs statewide. (New Jersey can be a source for GDL SOP best practices).

NEVADA JUVENILE COURTS & NEVADA OFFICE OF TRAFFIC SAFETY

- *Address the inconsistency in handling young driver violators caused by AB116.*
- *Study the impact of the D.R.I.V.E. program on young driver recidivism rates, offer it in Spanish and include a parent component.*
- *Support and enhance youth driving programs such as Washoe County Juvenile Services Traffic Court's UDRIVE program and use of Ready Assess for possible expansion to other courts.*

Nevada Assembly Bill 116 was enacted to reform the state's handling of minor traffic offenses, shifting them from criminal misdemeanors to civil infractions. As a result, it ended driver's license suspensions for unpaid fines and allowed community service as an alternative to payment, thereby reducing burdens on low-income individuals and improving the justice system's fairness. While well-meaning, AB116 has a downside; juvenile courts no longer have jurisdiction over young drivers cited for these and other decriminalized offenses. One official also questioned whether the DMV is notified about a teen who receives a civil infraction. Under Nevada's GDL law, the DMV can require testing, cancel a permit or deny renewal if the applicant has been convicted of traffic violations or other offenses.

Court officials interviewed for this review stressed the importance of having young drivers with civil offenses appear in their courtrooms. Not only can the magistrate address the particular infraction but also discuss with teens and their parents the awesome responsibility that comes with a driver's license. Juvenile courts in Las Vegas/Henderson, Reno/Sparks, Pahrump, Winnemucca, Elko and Carson City can recommend (or, in some cases, require) that the teen violator attend the D.R.I.V.E. program, developed by the Nevada State Police (NSP) in partnership with the NV OTS. Teens who opt to do so and receive a minimum passing grade may have their penalties reduced or waived. The program, however, is not recognized by DMV for demerit reduction, which is recommended by several court officials.

D.R.I.V.E.

The NSP is investing significant staff time in delivering the D.R.I.V.E. program to young drivers cited for traffic violations. The courts like the program, with several officials stating that it is impacting recidivism rates. When asked if data are readily available, court officials interviewed for this review indicated they were not but subsequently provided "unofficial" data. Carson City Juvenile Court, for example, estimated that young drivers charged with criminal offenses who completed the program had a 15% recidivism rate, compared to 30% for teens with civil offenses (C. Lobato, personal communication, August 21, 2025). While recidivism rates for teens who complete D.R.I.V.E. were not provided by the Washoe County Juvenile Services Traffic Court, they did indicate that approximately half of young drivers who receive citations each year complete the program (R. Killingsworth, personal communication, September 25, 2025).

Conducting a formal study of recidivism rates for D.R.I.V.E. program participants is strongly recommended. The results can be used to make the case for increased program delivery staffing; to make a formal recommendation to DMV that the program be approved for demerit point reduction; to advocate for legislation that requires all young drivers to complete the program after a first traffic offense (civil and criminal); and/or to call for funding to help expand the program, including adding a parent/guardian component that addresses teen crash risk, GDL and their essential role as coach and monitor, and making it available in Spanish to accommodate the state's large Hispanic population. Each

was suggested by court and/or law enforcement officials during the interviews conducted for this project.

Study Washoe County Juvenile Services Traffic Court Programs

In addition to D.R.I.V.E., the Court has been working to reduce the number of youths in Washoe County who are driving without a valid license. Besides the traditional approaches of levying fines, assigning mandatory traffic safety courses, and other penalties, a key strategy has been the development, delivery and expansion of the Court's UDRIVE program. It is designed to educate teens, as well as help them obtain their permit or driver's license (R. Killingsworth, personal correspondence, September 25, 2025)

Since the program launched in 2020, the Court has seen a steady increase in participation by teens ticketed for driving without a license. At the same time, this offense has declined from 410 in 2022 to 232 (projected) in 2025. Court officials indicated this decline coincides with the program's expansion and suggested that the intervention can be beneficial in three key areas (R. Killingsworth, personal correspondence, September 25, 2025):

- By directly assisting youth in obtaining permits and licenses, UDRIVE addresses the root cause of No-Driver's License violations. Participants are guided step-by-step through the licensing process, reducing the likelihood of a teen being cited for not having the proper credentials.
- Traditional fines or penalties alone often fail to deter repeat offenses. Through education, accountability and hands-on guidance, UDRIVE participants may be less likely to reoffend. This reduces strain on enforcement agencies and improves outcomes for young drivers.
- As more teens complete the program, the community benefits from having safer roads. The ripple effects may include fewer crashes, reduced law enforcement intervention, and stronger community trust in preventive, educational approaches.

The Court is using Diagnostic Driving, Inc., [Ready Assess](#) program to gauge the crash risk for young driver offenders. Each month, approximately 10-20 teens are required to complete the program, which uses an AI-powered virtual driving platform with realistic crash scenarios to assess a driver's skills and predict crash risk. Upon completion of the assessment, teens receive personalized feedback on their driving via an automated report, which includes actionable steps for improvement, along with tips and videos to help them work on specific driving skills. They are required to review the report with their parent/guardian, with the latter verifying with the court that they have done so. The Court is absorbing the cost of each assessment (\$30-35).

Ready-Assess™ was initially [piloted and validated](#) with over 40,000 driver license applicants in a partnership with the Ohio Department of Public Safety and the Ohio Bureau of Motor Vehicles. The results confirmed that the assessment is able to predict licensing outcomes. Other [research](#) using the virtual driving assessment in Ohio published in *Pediatrics* found that driving skills measured at the time of licensure helps predict crash risk in newly licensed drivers (CHOP, 2025).

Collaborating with the Court to study the impact of the UDRIVE program and Ready Assess on participants' violations and crash rates is recommended. The state's other juvenile courts are encouraged to learn more about these initiatives, particularly lessons learned from the Washoe County Court's experience, and conduct and evaluate similar pilots.

NEVADA OFFICE OF TRAFFIC SAFETY

- *Expand the Driver's Edge Program to include a parent module and conduct post-program follow-up.*
- *Refresh the Zero Teen Fatalities program.*
- *Deepen young driver problem identification.*
- *Add young driver safety to the Joining Forces program.*

The NV OTS partners with Driver's Edge to deliver behind-the-wheel training through outdoor events conducted annually in Clark and Washoe Counties. The program kicks off with an overview and staff introduction, as well as a teen pre-test. Teens and their parents/guardians then rotate through a series of hands-on modules focusing on emergency maneuvers, including skid control, panic braking and evasive lane changes. They also discuss distracted, impaired and drowsy driving and car care with professional drivers and Nevada law enforcement officials. At the conclusion of the program, the teens take a post-test.

The free program is well-received, with nearly one-third of the parents interviewed for this review indicating they had previously attended with another one of their children. (Parents are not required to attend, but approximately 80% do [J. Payne, personal communication, July 2025].) They are given the booklet, "A Parent's Guide to Teen Driving," that is designed to complement what their teens learned during the program. It also includes information about the importance of partnering with your teen to develop a mutual driving agreement or what is typically referred to as a parent-teen driving agreement. There is no reference to GDL in the booklet.

While Nevada's GDL was briefly discussed during the law enforcement module, the presenter did not refer to it as the "graduated driver license" law or program. Instead, it was referred to as "Nevada's "very weak young driver law." While Nevada's law can be strengthened (and recommendations addressing that are offered earlier in this report), government officials must convey to parents how effective the law is in helping their teens build skills, while reducing crash risk. In addition, parents need to know how Nevada's law works and that it is incumbent on them to leverage it for all its worth.

For this reason, it is recommended that a parent module specifically focusing on GDL be added to the Driver's Edge program. The module could be conducted in conjunction with one of the behind-the-wheel activities (parents are typically standing around or engaging with their phones) or added to the end of the introduction (teens would be dismissed and parents would join them once the module was completed). The content could mirror what this report recommends be added to the 30-hour driver education course (see pages 17-18).

According to the program's founder, teens show marked improvement in their knowledge of driving risk and how to address it after completing the training, as evidenced by average pre- and post-test scores of 34% and 84%, respectively. It is recommended that the NV OTS collaborate with the founder to review the program's learning objectives to ensure curriculum and pre- and post-test alignment. When asked about post-program follow-up, the founder indicated that the NV OTS handles this. Following up with the parents/guardians of the participating teens 12 and 24 months after the training is strongly recommended (i.e., Did you and your teen develop a parent-teen driving agreement? Have you had any encounters with law enforcement? Were there any traffic violations or crashes?).

NV OTS is encouraged to work with a research firm or college/university to develop and administer the follow-up instrument. The findings should be shared with the founder to help guide curriculum updates, but they cannot be used to measure program effectiveness. That will require a full-scale research project, with an intervention group (teens who participated in Driver's Edge) and a control group (teens who did not participate in the program), conducted by a skilled researcher.

ZTF Program

Research conducted in 2023 found that 52% of Nevadans are aware of the statewide Zero Fatalities public awareness campaign launched in 2012. Since then, statewide awareness has grown from 30% in year one to a high of 67% in 2017, but it fell to 42% in 2022. Awareness had been lowest for 18–24-year-olds (the survey is distributed to licensed drivers 18+ across the state), just 38% in 2022. However, it surged 20 points the following year (58%). When segmented by region, awareness has consistently been higher for Northern drivers than Southern drivers (59% vs. 54% in 2022). In 2020, rural drivers were added to the survey; this group consistently has the lowest campaign awareness (44% in 2023) when compared to their Northern and Southern counterparts (R&R Partners, 2023).

The Zero Teen Fatalities program is the young driver component of the statewide campaign, with a PowerPoint presentation serving as its centerpiece. Approximately 25 teens participating in a classroom driver education program at Truckee Meadows Community College had never heard of ZTF when queried by the NV OTS ZTF Program Manager. While these findings by no means suggest a complete lack of awareness by this age group, reaching young drivers will require the NV OTS and its partners to develop and deliver bite-sized, teen-centric messages via a variety of channels.

The PowerPoint presentation covers prevalent teen crash risk factors (e.g., seat belt use, alcohol and drug impaired driving, distraction, speeding) along with stopping on red and at intersections, sharing the road with pedestrians and safe motorcycle riding practices. It also included some discussion about Nevada's GDL law (the focus should be on explaining how GDL works to overcome high crash risk). The presentation was long, lasting more than 60 minutes, and statistics heavy. Streamlining the presentation, building in more group discussion and identifying opportunities to co-deliver it with teens are recommended.

The results of the pre- and post-test teens are asked to take via their cellphones (accessed via a QR code) should be reviewed to ensure the questions address the presentation's behavioral objectives (if there are no behavioral objectives, they should be developed) and the content revised to ensure alignment. NV OTS may want to consult with a learning specialist, who can review the current content and suggest strategies for effectively engaging with teens.

To foster teen involvement in the program, particularly as co-facilitators, NV OTS is encouraged to explore collaborating with the [Nevada FCCLA](#). Currently, more than 2,600 youth participate in 30 school-based chapters across the state (there has been significant growth in the past two years). Members focus on traffic safety primarily through FCCLA's national Families Acting for Community Traffic Safety (FACTS) peer education program, which empowers students to educate peers and adults about safe driving practices. They also conduct Teen Roadway Safety Assessments to identify and address local hazards in their communities and initiate hands-on projects and contests. Nevada FCCLA hosts an annual [State Leadership Conference](#) in the spring (March 10-12, 2026, in Reno), which presents an opportunity for the NV OTS ZTF Program Manager to attend and possibly get ZTF on the agenda.

ZTF also has a website that is in dire need of a refresh. The data should be updated, past events should be removed, broken links should be fixed or removed, and a point of contact should be provided. Under “Teen Drivers,” the “What Kind of Driver R You” quiz is not available and there are no entries on the “Share a Story” page. This sends the message to site visitors that the program is not important. Working with an experienced web designer to build a visually appealing and easy-to-navigate site is recommended. To ensure content relevance, the NV OTS also needs to determine the website’s primary audience(s). Once the website is refreshed or redesigned, ensuring that the content is regularly updated is essential.

Problem Identification

When it comes to problem identification, the NV OTS’ ZTF Program Manager is encouraged to think like a road safety epidemiologist. The goal is to fully understand who is most at risk and why to better inform effective prevention strategies and interventions. This will require digging into the five Ws to learn:

- **Who** is crashing (high-risk groups, dig into the demographics: age, gender, race, ethnicity, socioeconomic status, language, location [rural/urban/suburban], disabled).
- **Why** they’re crashing (focusing on the factors associated with the crash (i.e., lack of belt use, alcohol-impairment, speeding, inclement weather, roadway design).
- **Where** it’s happening (roadway type and location, getting as granular as possible, such as intersection, geolocated segment, rural/suburban/urban).
- **When** it is happening, to determine occurrence patterns (time of day, day of week, month, holiday period).
- **What** is the impact (fatalities, injuries, near misses to guide treatment and prevention) and what do we do about it (data helps us make more informed policy/program/infrastructure decisions).

This information is used to conduct risk analysis (human and environmental) and develop a more nuanced (complex and deep), rather than detailed, understanding of a problem. Once strategies and countermeasures are implemented, a road safety epidemiologist continues to look at these data to evaluate effectiveness and adjust, as necessary.

Doing this will require examining not only traditional datasets (crash, citation, injury/fatality, EMS, adjudication), but also non-traditional or novel datasets, such as behavioral surveys, last drink locations, medical records, [American Community Survey Data/U.S. Census](#), [Distressed Community Index](#), [SAMHSA Annual National Survey on Drug Use and Health](#), state and national young driver research, and more.

Joining Forces

Some young drivers speed, drive impaired, are more likely than other drivers to be using their cell phones and/or don’t buckle up. Adding young driver safety to Nevada’s Joining Forces program is recommended (and addressed previously in this report, see page 28). That starts with educating participating officers about the increased crash risk for young drivers, including what causes it, and how teens are overrepresented in fatal crashes, particularly where speeding, distraction and lack of seat belts were factors. A review of Nevada’s GDL law should follow, emphasizing the research-proven effectiveness of the nighttime driving restriction and peer passenger ban.

Targeting young drivers is not, nor should it be, the focus. Rather, if officers are conducting high-visibility enforcement to address speeding, for example, and they stop a young driver for violating the posted speed limit, they should not only address the risky behavior, but also ensure the teen is complying with Nevada’s GDL law. If they are on the road after the 10 p.m. curfew and/or transporting multiple

passengers during the first six months of their intermediate license, they can and should be cited (speeding is the primary offense; the GDL violation is secondary). NV OTS' ZTF Program Manager should be tapped to identify high-crash and risky driving locations for young drivers and work with the JF's Program Manager to provide training for participating officers.

Including young drivers in JF and other risky driving campaign messages is recommended. Teens and their parents need to know that law enforcement officials will stop all drivers, including teens, for violating traffic safety laws. For example, "if you're a young driver who speeds and drives late at night, law enforcement officials will cite you. Both are dangerous and against the law."

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— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 6: Nevada Impaired Driving Strategic Plan (For Possible Action)

1. SUMMARY OF AGENDA ITEM

Receive a presentation of the Nevada Impaired Driving Strategic Plan for review and acceptance.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

Approve the Nevada Impaired Driving Strategic Plan.

5. LIST OF ATTACHMENTS

Impaired Driving Strategic Plan

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV



NEVADA OFFICE OF TRAFFIC SAFETY

Impaired Driving Program Plan





Table of Contents

- Executive Summary7**
- 1 Program Management and Strategic Planning9**
 - 1.1 Task Force..... 10
 - 1.2 Strategic Planning..... 12
 - 1.4 Resources..... 15
 - 1.5 Data and Records 15
 - 1.6 Communication Programs 16
- 2 Prevention 17**
 - 2.1 Promote Responsible Service 18
 - 2.1.1 Alcohol..... 18
 - 2.1.2 Cannabis..... 19
 - 2.2 Promote Transportation Alternatives 21
 - 2.3 Schools 21
 - 2.4 Employers..... 24
 - 2.5 Community Coalitions and Traffic Safety Programs 25
 - 2.5.1 Community Substance Abuse Prevention Coalitions 25
 - 2.5.2 Occupant Protection – Child Passenger Safety 26
 - 2.5.3 Motorcycles 26
- 3 Criminal Justice System..... 28**
 - 3.1 Laws..... 28
 - 3.1.1 Minors 28
 - 3.1.2 Implied Consent 30
 - 3.1.3 Liquor Law 30
 - 3.1.4 Cannabis Law 30
 - 3.2 Enforcement 31
 - 3.2.1 Law Enforcement Liaisons 32
 - 3.2.2 High Visibility Enforcement 32
 - 3.2.3 Ignition Interlock Devices 33

DRAFT 04/07/2026





3.2.4 Green Lab Training.....	34
3.2.5 Other Technologies	35
3.2.6 DUI Courts.....	35
3.3 Publicizing High Visibility Enforcement	37
3.4 Prosecution	37
3.5 DUI Adjudication	39
3.6 Administrative Sanctions and Driver Licensing Programs	40
3.6.1 Administrative Sanctions	40
3.6.2 Driver Licensing Programs.....	40
4 Impaired Driving Communication Plan	42
5 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation	46
5.1 Screening and Assessment	46
5.1.1 Criminal Justice System	47
5.1.2 Medical and Health Care Settings.....	48
5.1.3 Monitoring Impaired Drivers	48
6 Evaluation.....	49
6.1 Data and Records	50
6.2 Driver Records Systems	55
Appendix A	57
2027-2030 IMPAIRED DRIVING PREVENTION STRATEGIC PLAN	57

Table of Figures

Figure 1- 2019–2025 Total Fatalities vs Impaired Fatalities	8
Figure 2 - SHSP Relationships and Partners	10
Figure 3 - SHSP Leadership, Teams, and Task Forces	11
Figure 4 – Total Statewide Fatalities vs Impaired Fatalities	13
Figure 5 - DUI Substance Involved Fatalities	14
Figure 6- Total Statewide Motorcycle Fatalities vs Impaired Motorcycle Fatalities	27
Figure 7 - Active Ignition Interlock Device Statistics	34
Figure 8 -Washoe County Sheriff's Office Joining Forces Press Release	37





Impaired Driving Program Plan

Figure 9 - NASCAR Driver Ross Chastain Facebook Post	42
Figure 10 - Las Vegas Golden Knights Ride Home Promotion	45
Figure 11 – Governors Highway Safety Association/Lyft Sponsored Promo Code	45
Figure 12- Nevada/California Anti-Impaired Driving Partnership	45
Figure 13 - Suspected Impairment Related Crashes by Month	50
Figure 14- Severity Levels of All Suspected Impairment-Related Crashes	51

Acronyms

AB	Assembly Bill	LVMPD	Las Vegas Metropolitan Police Department
AAA	American Automobile Association	MADD	Mothers Against Drunk Driving
ARIDE	Advanced Roadside Impaired Driving Enforcement	MDC	Mobile Data Computers
ASAM	American Society of Addiction Medicine	MSF	Motorcycle Safety Foundation
BAC	Blood Alcohol Concentration	NCDC	National Center for DWI Courts
BEADGC	Board of Examiners for Alcohol, Drug and Gambling Counselors	NCIC	National Crime Information Center
BBHWP	Bureau of Behavioral Health Wellness and Prevention	NDOT	Nevada Department of Transportation
CAC	Cannabis Advisory Commission	NHTSA	National Highway Traffic Safety Administration
CCB	Cannabis Compliance Board	NVACTS	Nevada Advisory Committee on Traffic Safety
CPS	Child Passenger Safety	NCJIS	Nevada Criminal Justice Information System
CARS	Computerized Assessment and Referral System	NRS	Nevada Revised Statute
CJIS	Criminal Justice Information Services	NSP	Nevada State Police





Impaired Driving Program Plan

COTI	Committee on Testing for Intoxication	NSCP	Nevada State Coalition Partnership
DMV	Department of Motor Vehicles	NSPHP	Nevada State Police – Highway Patrol
DECP	Drug Evaluation Classification Program	OTS	Office of Traffic Safety
DITEP	Drug Impairment Training for Education Professionals	PBT	Portable Breath Test/Testing
DPBH	Division of Public and Behavioral Health	POST	Nevada Commission on Peace Officer Standards and Training
DRE	Drug Recognition Expert	RANT	Risk and Needs Triage
DUI	Driving Under the Influence	SSA	Safe System Approach
EAP	Employee Assistance Programs	SBIRT	Screening, Brief Intervention, and Referral to Treatment
EDIT	Employment Drug Impairment Training	SFST	Standardized Field Sobriety Testing
FSI	Fatal and Serious Injury	SHSP	Strategic Highway Safety Plan
FARS	Fatality Analysis Reporting System	SAMHSA	Substance Abuse and Mental Health Services Administration
FHWA	Federal Highway Administration	SAPTA	Substance Abuse Prevention and Treatment Agency
GDL	Graduated Driver's License	SASSI	Substance Abuse Subtle Screening Inventories
HVE	High-Visibility Enforcement	TRCC	Traffic Records Coordinating Committee
HSIP	Highway Safety Improvement Program	TSEP	Traffic Safety Engineering and Planning
IID	Ignition Interlock Device	TSOP	Traffic Safety Officer Program
IDP	Impaired Driving Plan	TSRP	Traffic Safety Resource Prosecutor
IDPTF	Impaired Driving Prevention Task Force	TIC	Trauma-Informed Care
IDA	Impaired Driving Assessment	UNLV	University of Nevada, Las Vegas





Impaired Driving Program Plan

IACP	International Association of Chiefs of Police	UNR	University of Nevada, Reno
JLink	Justice Link	ZTF	Zero Teen Fatalities
JOL	Judicial Outreach Liaison		

DRAFT 04/07/2026





Executive Summary

The Zero Fatalities program in Nevada aims to eliminate traffic-related fatalities through education, enforcement, and community engagement. An integral part of the program is the 2027–2029 Impaired Driving Plan. While zero fatalities is a very high goal to reach for, no other number is acceptable, especially when it comes to family and friends. Arriving at zero will require engagement from communities across Nevada.

The history of Nevada’s Impaired Driving Prevention Program (IDPP) is marked by a commitment to reducing fatalities and serious injuries from impaired driving crashes. Initiatives over time have included the establishment of the Committee on Testing for Intoxication (COTI) by Nevada Revised Statute (NRS) 484C.600, The Nevada Crash Data Dashboard, the Driving Under the Influence (DUI) Saturation Traffic Safety Program and the Strategic Highway Safety Plan. The goals of the Impaired Driving Prevention Program cover four general areas: DUI prevention/intervention, enforcement of DUI laws, effective DUI adjudication, and increased outreach and awareness efforts.

Each of the four general areas mentioned above are adversely influenced by continual promotion of the image of social intoxication, backed up by laws that allow 24-hour access to liquor stores and dispensaries, door-to-door alcohol and cannabis delivery service, and barriers against passage of Dram Shop Laws.

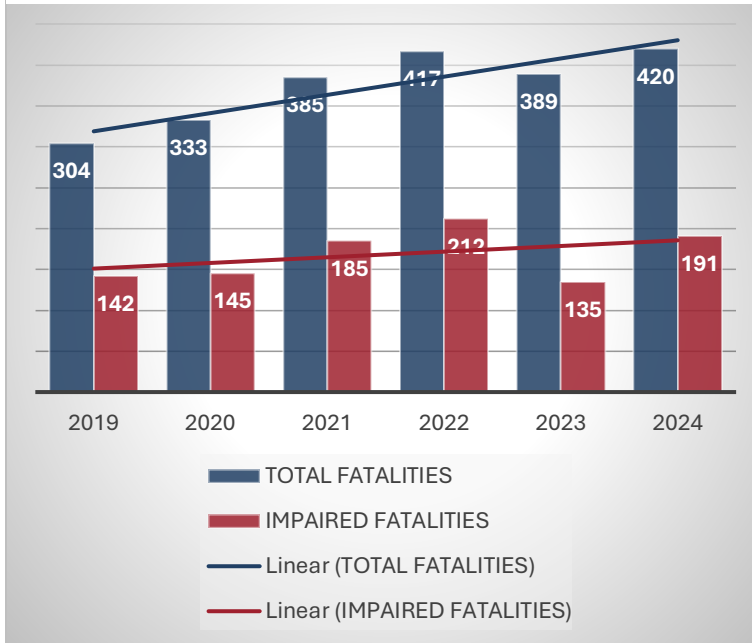
Despite continuous efforts on all fronts, Nevada reported increasing fatality numbers from 2019 and peaking in 2022. For the year 2023, we saw a 36% reduction, before climbing to 191 in 2024. During the period, 2019–2024, impaired driving has claimed an average of 45% of Nevada’s traffic fatalities.





Impaired Driving Program Plan

Figure 1- 2019–2025 Total Fatalities vs Impaired Fatalities



These deaths are preventable. Each death is the result of an intoxicated person’s determination to drive a vehicle instead of arranging for a sober ride.

We cannot get to zero fatalities until we have succeeded at increasing prosocial behaviors, not only in the impaired drivers but also in the community who are near enough to exhibit social pressures to stop the impaired person from driving. Research^{1,2,3} shows that when people,

especially young people, see their peers acting upon certain social norms, it creates a perception of normal behavior, or injunctive norms of what is socially approved or valued. More people will follow these anti-impaired driving attitudes to gain social approval, avoid censure, or maintain a sense of belonging. Observing community members prevent an impaired individual from driving reinforces the decision to avoid such behavior. Impaired driving messages should emphasize prevention rather than merely warning against it.

Gains made through social norming are not seen immediately and usually rely on surveys to help guide the process. In the long run, success will show in terms of harm reduction and a decrease in impaired driving crashes and fatalities.

1 Gruman, J. A., Schneider, F. W., & Coutts, L. M. (2017). Applied Social Psychology: Understanding and Addressing Social and Practical Problems. Sage Publications. [The Role of Social Norms in Promoting Positive Community Behavior | Applied Social Psychology \(ASP\) - The Pennsylvania State University](#)

2 Social norms: At the intersection between psychology and behaviour [Social norms: At the intersection between psychology and behaviour](#)

3 How we learn social norms: a three-stage model for social norm learning [How we learn social norms: a three-stage model for social norm learning - PMC](#)





1 Program Management and Strategic Planning

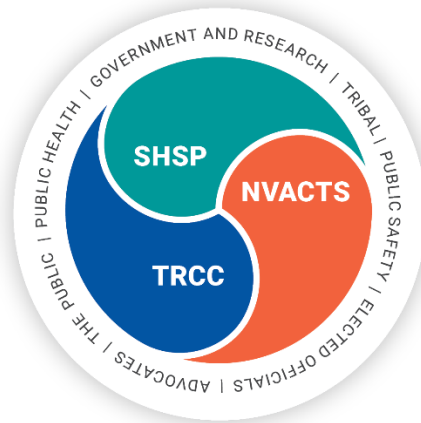
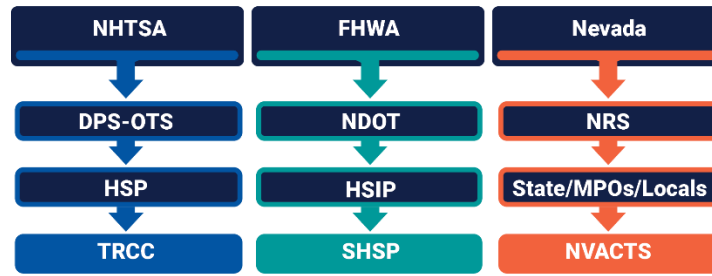
The 2027–2029 Impaired Driving Plan (IDP) is an integral part of road safety in Nevada. It represents the work of the Impaired Driving Prevention Task Force (IDPTF) which is dedicated to the elimination of Impaired Driving. The IDPTF is part of the Nevada 2026–2030 Strategic Highway Safety Plan (SHSP), which is a comprehensive statewide safety plan that identifies the greatest causes of fatalities and serious injuries on Nevada roadways and implements the Safe System Approach (SSA) as a collaborative and organizational framework. Under the design of the SHSP, the Impaired Driving Taks Force and the work that it performs, including the IDP, fall within the Safer People element of the SSA.

The SHSP includes a multi-disciplinary team to identify traffic safety problems on Nevada’s roads and offers effective solutions across local and statewide agencies. The Nevada Department of Transportation (NDOT) leads the SHSP with support from federal, state, regional, and local agencies, as well as the private sector and stakeholders. The federal partners are the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). Respectively, they are most known for supporting highway safety and behavioral safety across the country. The Department of Public Safety – Office of Traffic Safety (DPS-OTS) follows guidance from NHTSA to develop the Highway Safety Plan (HSP) and oversees the work of the Traffic Records Coordinating Committee (TRCC). NDOT is also responsible for implementing the Nevada Highway Safety Improvement Program (HSIP) under guidance from FHWA. The State of Nevada oversees the Nevada Revised Statutes, which establish state legislation that guides and governs activities for MPOs and local governments.

These entities, along with the state, serve on the Nevada Advisory Committee on Traffic Safety (NVACTS). The Nevada Advisory Committee on Traffic Safety (NVACTS) was created through the Nevada Legislature and can be found in [NRS Chapter 408](#). NVACTS is housed within the Nevada Department of Transportation (NDOT) and 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 issues relating to road safety in the state. NVACTS is required to prepare an annual report of its activities. All NVACTS member agencies have signed a [Allies in Action Partner Pledge](#) commitment to support Nevada’s goal of Zero Fatalities.



Figure 2 - SHSP Relationships and Partners



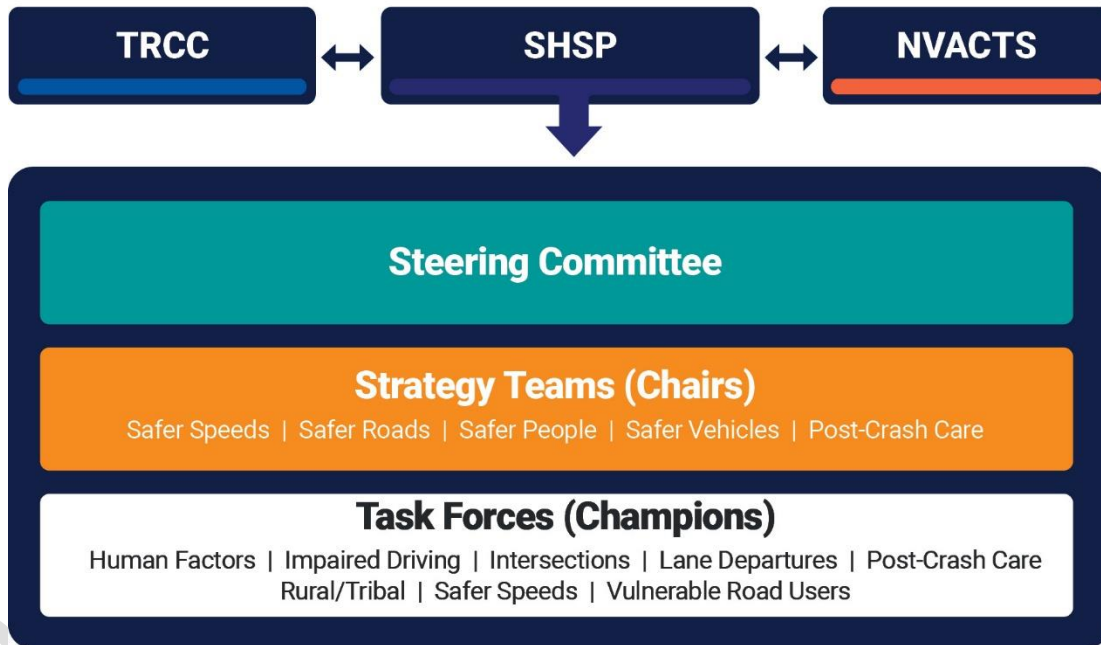
1.1 Task Force

The IDPTF is recognized by the SHSP and is included within the plan in various areas, recognizing the importance of its contribution to impaired driving prevention in the state. The SHSP, in alignment with the SSA, has established Focus Area Strategy Teams which are responsible for collaboration and monitoring progress on the implementation of strategies and action steps. The Strategy Teams are aligned with the SSA Elements, and the IDPTF falls under the Safer People Element. The IDPTF takes the lead on impaired driving issues, developing priority strategies for addressing impaired driving in Nevada that align with the SHSP strategies.

These IDPTF strategies lead to the development of action steps, each of which have designated leaders to oversee and report on implementation and progress towards addressing impaired driving issues in the state. Assigned action step leaders attend quarterly interim meetings with the IDPTF leadership and provide a summary of activities related to their progress. The IDPTF meets quarterly throughout the year. The time of the meetings is from 12:00–1:30 p.m. This time slot has allowed DUI Court staff and judges to attend the meetings without infringing on their court schedules. The Chair of the Task Force is selected by the SHSP Steering Committee.



Figure 3 - SHSP Leadership, Teams, and Task Forces



IDPTF membership is extensive with a diverse mix of individuals and organizations that can impact impaired driving issues. The roster consists of approximately 100 members, covering nearly every corner of road safety in the State. Every recipient of impaired driving program grant funding is required to be a member of the task force. There is a core group of approximately 50 active members who attend meetings regularly. Other less frequent members will participate in a focused working group as they arise. The task force holds quarterly meetings to review and analyze [Fatality Analysis Reporting System \(FARS\)](#) and other data, discovers new or upcoming law enforcement training, receives updates from State agencies, and identifies strategies and goals for the Impaired Driving Strategic Plan. Under SHSP, Task Forces have been organized to report to the Strategy Teams, who then report to the Steering committee.

Within the SHSP, the IDPTF is responsible for the following:

- Provides subject matter expertise
- Assists in developing and implementing actions
- Identifies partners and stakeholders for Task Force participation
- Reports progress to Strategy Teams



1.2 Strategic Planning

The General Requirements set forth in [23 CFR 1300.23 \(e\) Qualification for a mid-range state](#) and in particular, *Guideline 8* were adhered to in the development of this IDP and the Strategic Plan (Appendix A) contained herein. Components of *Guideline 7 and Guideline 12* are included in the Strategic Plan where they intersect with the focus of impaired driving and activities of the Traffic Safety Resource Prosecutor (TSRP) and State Judicial Outreach Liaison (JOL).

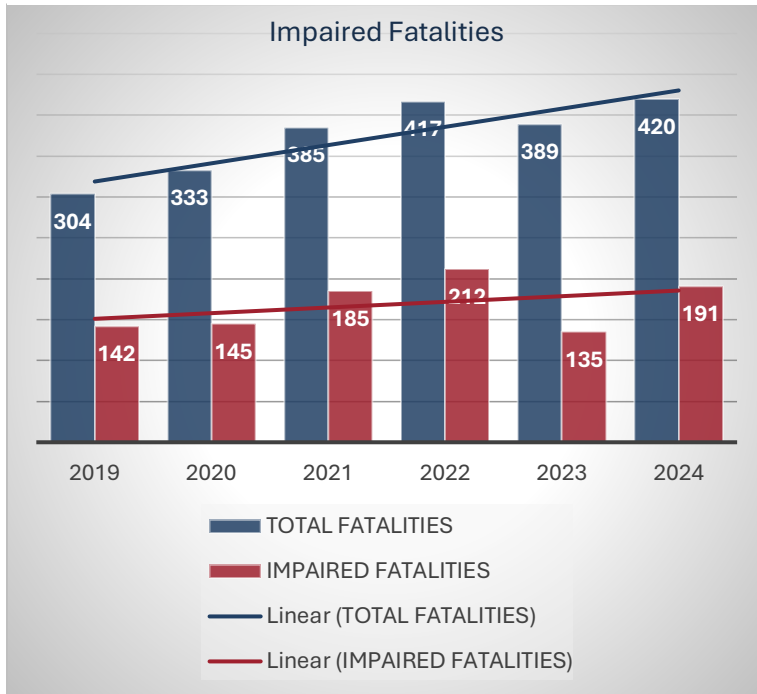
Essential content has been developed with current input from all OTS program managers whose areas of focus intersect with impaired driving, data managers, community partners and other stakeholders implementing policy and/or action steps in each of the related focus areas. Ad hoc committees may be formed to focus on a particular problem and report back. The draft IDP and the Strategic Plan were compiled and written by the OTS Impaired Driving Program Manager and presented to the Impaired Driving Prevention Task Force for comments and approval. The final version was presented to the Nevada Advisory Committee on Traffic Safety for comment and final approval.

OTS prepares an annual Highway Safety Plan (HSP) which will include the IDP. The 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.





Figure 4 – Total Statewide Fatalities vs Impaired Fatalities



The good news from Nevada is that the state’s impaired driving numbers have leveled off and show signs that they are beginning to trend down. Between 2019 and 2023 impaired driving fatalities have fallen by approximately 23.5% but still remain 44% of the total traffic fatalities during the same time period.

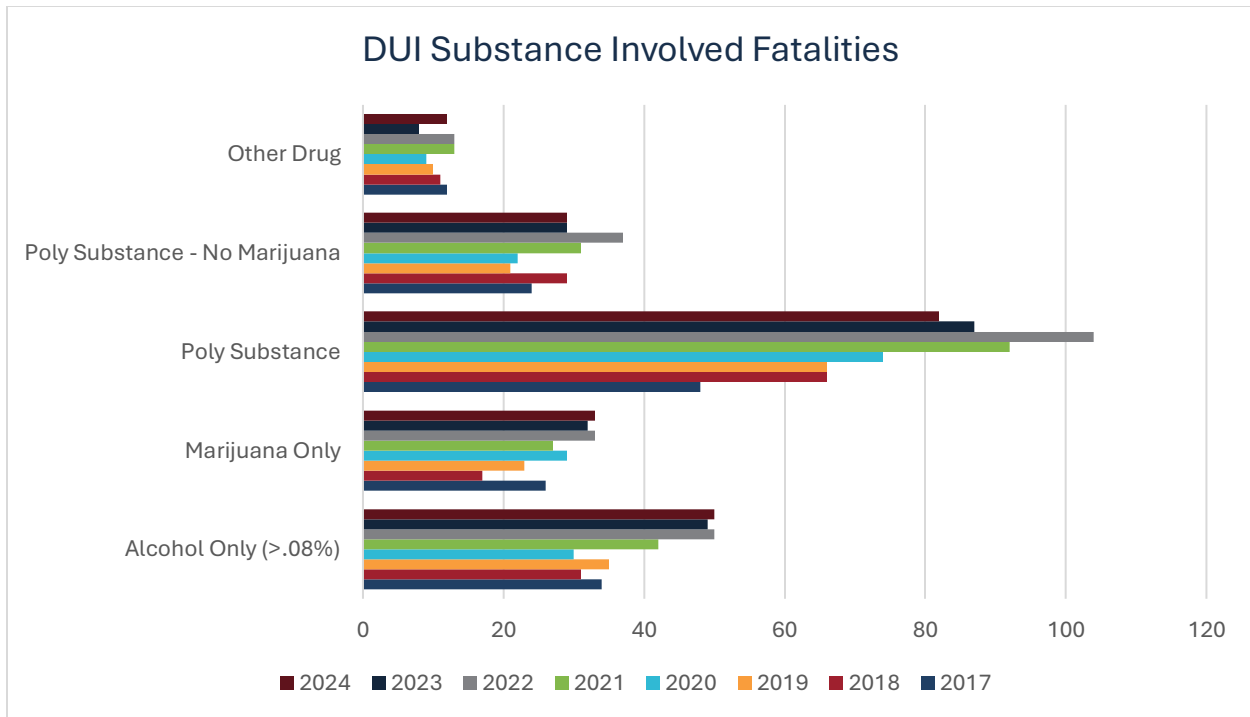
Understanding the problems associated with impaired driving has deepened over the past decade. It is understood that law enforcement activities alone cannot solve the impaired driving

problem when the offenders are returned to the streets without any change to their behavior. Nevada’s efforts to address impaired driver behaviors has led the state to a clearer picture of the complexities of the impaired driving problem in Nevada.

With expanded data collection on cannabis-impaired drivers, and a periodically updated or extended index of illicit drugs to test for, the state finds that the majority of impaired driving fatalities continue to fall under the category of polysubstance.



Figure 5 - DUI Substance Involved Fatalities



This trend towards combining substances is worrisome due to the varied and unpredictable effects it can have on the driver, the degree of impairment, and difficult challenges this presents for less experienced law enforcement personnel and newer prosecutors. Unless the evidentiary tests confirm high concentrations of drugs that exceed established statutory limits, the courts must trust in the expertise of the trained law enforcement officer conducting the field sobriety tests. Law enforcement, prosecutors and judges require specialized training to effectively identify, construct a strong case, prosecute and adjudicate drug-impaired driving charges, and the challenges increase exponentially when the case involves alleged impairment by multiple substances, each at a level below statutory limits or having no statutory limit.

Polysubstance use can be associated with high-risk/high-need individuals who commonly experience a higher incidence of co-occurring mental health disorders. A goal related to Zero Fatalities is zero recidivism. An ever-growing body of research points to the fact that impaired driving recidivism often stems from untreated mental health and substance use disorders.⁴ Individualized screening, assessment, and tailored treatment plans are

⁴ [GHSA HRIDReport_Final_Dec17Update.pdf | A Prospective Study of Psychiatric Comorbidity and Recidivism Among Repeat DUI Offenders - PMC | Recidivism prevention for impaired driving: Longitudinal 5-year outcomes from Quebec's severity-based intervention assignment program - ScienceDirect | The Role of Behavioral Phenotypes on Impaired Driving Recidivism Risk and Treatment Response to Brief Intervention: A Preliminary Study - Moxley-Kelly - 2019 - Alcoholism: Clinical and Experimental Research - Wiley Online Library](#)



essential for long-term behavior change and public safety. The increased and systematic use of screening and assessments, those whose environments and behavior patterns point to increased probability of high-risk driving, are identified and sentenced accordingly. There are a limited number of screening and assessment tools that are designed for the impaired driving population. Emphasis and continued training on the value of screening and assessment to achieve reductions in recidivism are a prioritized goal of the impaired driving program.

1.4 Resources

The majority of funding for the Impaired Driving programs comes from the National Priority Safety Programs, 405D funds, while a small portion, mainly for toxicology equipment, is funded by the Repeat Offender Program, Section 164. Requirements set forth in [23CFR 1300.23](#) are closely adhered to, as are [23 CFR 1300.13](#), [23CFR 1275.7](#) and [2CFR 200](#) as applicable. While the goal is for each program to aim for self-sufficiency, OTS concludes that without continued funding, the emphasis and goals of certain strategies cannot be effectively addressed. One example is the overtime expense for law enforcement officers for the express purpose of focusing on an impaired driving goal, where local budgets may claim other priorities. Another example is the DUI specialty courts, designed to be self-sufficient and receive scant and sometimes no local support. When participation is restricted to those who can afford the costs, the opportunity to affect behavioral change and lowered recidivism is missed; often on the communities most in need of access to treatment.

1.5 Data and Records

Impaired Driving fatality data is sourced primarily from the FARS program housed within the Office of Traffic Safety, charge-level data from the Repository maintained by the Criminal Records Unit of the Records, Communication and Compliance Division, and case-level data from the Administrative Office of the Courts (AOC). Nevada also uses the heat maps generated by NDOT, and Tyler Technologies' Enforcement Mobile, which provides centralized crash and citation reporting across Nevada law enforcement agencies. Internal grants are used to enhance the law enforcement reporting systems, the trauma center systems, and toxicology reports.



The TRCC works at the state level with law enforcement, the University of Nevada, Las Vegas, NDOT and other agencies to collect statewide data and make it available to the public. The TRCC is funded through grants from NHTSA.

1.6 Communication Programs

The OTS Public Information Officer (PIO) works with a publicity contractor to develop and implement year-round communication plans based on OTS policy and program priorities. The contractor uses focus groups to identify appropriate and effective messaging to reach the target audience, secure 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 (Facebook, Instagram, YouTube, etc.), streaming and broadcast media, sponsorships, and public relations impressions.

New media campaigns will be developed in both English and Spanish to address the social norms around cannabis use and drug impaired driving.

Nevada has partnered with a Las Vegas-based nonprofit dedicated to supporting the substance abuse community to tackle impaired driving head-on. In 2025, the nonprofit surveyed residents in all 17 counties to uncover the real reasons people choose to drive impaired. These insights are now shaping a data-driven media campaign. Working alongside the state's media contractor, the nonprofit is crafting messages tailored to each community, addressing local concerns, challenging harmful social norms, and stopping myths about impaired driving. The campaign will reach Nevadans where they are, through radio, billboards, social media, and even lawn signage

The OTS-PIO disseminates FARS data and together with the publicity contractor maintains key alliances with private and public partners to create leverage for ongoing campaigns such as ride share discounts. Opportunities to present at live events are also used, such as the Crash Café interactive display set up in the lobby of the annual Traffic Safety Summit, and community gatherings such as Trunk or Treat.



2 Prevention

Within the Institute of Medicine's prevention Continuum of Care model, there is a third or tertiary level of primary prevention referred to as "indicated." Within the American Society of Addiction Medicine (ASAM) level of care, it corresponds to level 0.5 Early Intervention. These terms refer to individuals in high-risk environments, who have minimal but detectable signs or symptoms foreshadowing a disorder, or have biological markers indicating predispositions for a disorder but do not yet meet diagnostic levels. The majority of first and second DUI offenders fall within this level of care. First time DUI offenders already have a habit and an expectation that they can drive themselves while impaired, and any incident caused by their impairment, no matter how large or small, is in their minds, part of an acceptable level of risk that comes with driving a vehicle. This way of thinking may lead to repeated offenses, but early intervention can help prevent it.

Due to the focus of national funding sources, indicated prevention exists in a funding gap. While primary prevention funding allows costs related to indicated prevention, activities at this level are too time-consuming and complicated for most Nevada prevention providers to practice in depth, especially when compared to their greater successes obtained from universal and selective prevention efforts. Likewise, funded Nevada providers for mental health and substance misuse treatment, will be more focused on services for individuals referred through public health sectors who are already diagnosed with substance misuse or other behavioral health disorders and requiring intensive outpatient services, partial hospitalization or more intensive services. The Substance Abuse Prevention and Treatment Agency (SAPTA), housed under the Bureau of Behavioral Health Wellness and Prevention (BBHWP), is the primary state entity addressing substance use disorder services. SAPTA is unprepared for referrals from criminal justice avenues. Nevada DUI Courts consistently report that their program participants' access to outpatient treatment being dropped by local treatment providers. Indicated prevention activities remain for the most part overlooked, when they can be most effective in the goal to prevent further recidivism and lead to successful changes in behaviors.

Strategies for behavioral change are often developed based on research rather than established countermeasures. Research that is used as reliable and evidence-based sources comes from the Impaired Driving Solutions/AllRise, GHSA, Cambridge Health Alliance, and Responsibility.org among others.



2.1 Promote Responsible Service

2.1.1 Alcohol

Nevada and especially Las Vegas and Reno, the two major population centers, have an economic stake in tourism centered on “adult entertainment” which includes gambling, alcohol consumption and more recently, on-site 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.

During the legislative session of 2025, [Assembly Bill 375](#) was passed which authorizes an establishment that sells alcoholic beverages by the drink to sell mixed drinks in a sealed container for delivery off the premises of the establishment. The impact of alcohol to go on impaired driving is still under study in states that have already legalized it. As of now, there is no proven link between to-go alcohol and an increase in drunk driving fatalities. However, alcohol-to-go sales will generate a surcharge of up to fifty cents per drink, which will be allocated to DPS. The much-needed revenue stream will be used to fund expanded safety efforts, beginning with the ability to strengthen law enforcement recruitment.

Nevada is a license state; that is, alcohol for on- or off-premises consumption is sold by licensed retailers. However, the licenses are issued by and regulated by localities through independent 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. [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 people
- 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, leading them to be dubbed, “Gram Shops.”

A priority recommendation from the [Nevada Impaired Driving Assessment 2023](#) was 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. Within our leadership there remains an ongoing interest in pursuing the establishment of Dram Shop Laws, but corporate opposition in Nevada remains strong. However, protection of unlicensed, private individuals does not exist, and Nevada has enacted social host laws.

2.1.2 Cannabis

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 on behalf of the State. Beyond the CCB, county and municipal governments may impose additional regulations as they become faced with cannabis lounges opening in their locations. Currently, many cannabis lounges are opening in Clark County, and the county has established additional requirements that must be met prior to the issuing of a license to open their business. It may be recognized that Clark County is among the first in the nation to carefully consider the impact the cannabis lounge businesses may have on the community and to establish forward-thinking county regulations to mitigate the negatives of this new business model.

Each cannabis consumption lounge seeking license to open in Clark County must develop a plan to recognize and reduce the risk of impaired driving and make information about



recognizing impairment and about transportation options readily available to the consumer. The plan must not only talk about the recognition of impaired driving but also submit examples of actions the business will take to carry this out. If an increase in impaired driving stemming from the location of a particular licensee is detected, the licensee will be required to update the cannabis consumption lounge's impaired driver risk mitigation plan. The Impaired Driver Prevention Plan must include at a minimum the following:

- Description of training employees receive on how cannabis impairs a person's ability to operate a motor vehicle and that driving or being in actual physical control of a vehicle while under the influence or impaired by cannabis is unlawful.
- Alternative transportation plan(s), including evidence that the property owner consents to a minimum 24-hour no-tow policy and potential partnerships with transportation companies for discounted rides both to and from the business.
- Signage plan for advising patrons of applicable NRS provisions related to impaired driving.

Following newest research, Clark County also increased the period of prohibited consumption to two hours before the closure of the establishment if it is not open 24 hours, and serving limits and session caps are in place to prevent overconsumption.

Any agency with jurisdiction over the cannabis consumption lounge may temporarily close the lounge for a period up to 72 hours if it is found to be in violation of code or if closure is deemed to be in the interest of public safety. Additional regulations at the state level mirror leading public health policy and impairment mitigation strategies. The regulations include strict prohibitions against underage entry, entry by obviously intoxicated individuals, against allowing patrons to take cannabis outside, wander, or take product home. Serving alcohol or allowing it to be brought into the premises is strictly prohibited as is mixing cannabis product with tobacco. The business is further prohibited from product diversion (giving away samples).

- A cannabis consumption lounge shall not sell any product that contains tobacco and/or nicotine or vape liquid that is not produced by a licensed cannabis production facility.
- A cannabis consumption lounge shall not sell any product that contains alcohol.

Nevada's Impaired Program Manager has reached out several times to the CCB to collaborate on the establishment of a more diligent program for cannabis lounge server training and certification, but to date, it has not been met with interest.



2.2 Promote Transportation Alternatives

Clark County (the metropolitan Las Vegas area) is the region most impacted by a high volume of impaired driving fatalities. The County maintains an ongoing partnership with Anheuser-Busch to support a ridesharing 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 National Football League games, St. Patrick's Day or New Year's Eve. Working together with Uber and Mothers Against Drunk Driving (MADD), the vast combined network of consumers is leveraged to spread important messaging to reach consumers before they take their first sip.

Additionally, the OTS Zero Fatalities rideshare program is available during select holidays and major events, offering rideshare discounts to encourage people to utilize a safe ride home. The program is made possible through the support of partners in the Zero Coalition, a group of Nevada businesses committed to promoting safe driving on our roads. Promo codes are shared on social media channels by participating coalition members, the Zero Fatalities program, and local news media.

Many Community Substance Abuse Prevention coalitions coordinate safe ride programs. In rural areas where transportation alternatives are scarce, these programs promote individually tailored forms of ridesharing. In rural and frontier communities, law enforcement officers may occasionally intervene to deliver an alcohol impaired consumer safely to their home.

2.3 Schools

Nevada does not require public high schools to provide driver's education classes. In lieu, the Department of Motor Vehicles (DMV) and other private entities offer both on-line and in-person driver education classes, mostly focused on Nevada traffic laws and vehicle operation, although one chapter devoted to driving under the influence of alcohol and drugs is included, along with descriptions of impaired driving penalties for both minors and adults.

Within the public school system, and in accordance with the 2020 adoption of the Nevada Academic Content Standards for K-12 students, the concepts, practices, and skills necessary to achieve personal wellness and academic success were established throughout all grade levels and continue to provide a focus on substance use and abuse, as well as the health consequences of substance use. Research has shown that youth



wellness education programs that build life skills, even when not entirely devoted to alcohol and drug use, build resilience and reduce a wide range of risky behaviors in youth.

MADD's OTS-funded Power of You(th)[®] as well as Nevada's Zero Teen Fatalities (ZTF) programs have been allowed in Nevada public schools and after-school programs, helping to leverage important positive social norming around impaired driving prevention.

Power of You(th)[®] is a strategic initiative designed to empower middle and high-school-aged teenagers to make safe, smart, and healthy choices. It encourages them to resist peer pressure to consume alcohol or cannabis before the age of 21 and to avoid riding with impaired drivers. This program aims to leverage teens' positive influence on each other to foster safer and healthier behaviors. In collaboration with Amica Insurance, MADD underscores the significance of peer influence, motivating teens to support one another in making responsible decisions. MADD plays a critical role in young drivers and underage consumption messaging; OTS has partnered strongly with them for the last four years and plans to continue that partnership. In 2025, MADD Nevada reported presentations to more than 10,255 community members and coalition partners, underage prevention workshops for 7,705 students and caregivers, and conversations reaching over 82,530 neighbors and concerned citizens at community fairs and events. They also plan community events like the annual Move with MADD in Las Vegas.

ZTF educates young drivers about the importance of being safe behind the wheel and increases awareness of the impact of seatbelt usage, the dangers of impaired and distracted driving, and speeding and aggressive driving, which are all critical safety issues for this age group.

ZTF uses a combination of school and classroom presentations, assemblies, administrator/educator meetings, parent presentations, driver's education classes, and other venues and events to spread awareness about teen driving issues. The goal is to empower teens to spread the word among their peers about avoiding unsafe driving behaviors, create a positive response to prevention measures involving driving choices, and create a generation of future adults exhibiting and modeling healthy driving behaviors.

Impairment-imitating devices are used in classes to help young drivers understand and have a chance to feel what it could be like to operate a vehicle while impaired. Goggles and a newly acquired pedal kart allow the student to experience first-hand how impairment causes a reduction in being able to control a vehicle and how simple motor skills are severely diminished. Nevada's ZTF Program recently debuted the pedal kart at a Teens Safety Event at Great Basin College in Elko. Program staff set up a course, and the students attempted to navigate the course with impairment goggles. The exercise was well received and spurred more discussion among students on how this experience demonstrated only a





small experience of impairment and that everyone reacts differently to substances. The feedback was very positive and there was engagement on the importance of not driving while impaired.

Driver's Edge is a 501(c)(3) nonprofit organization and public charity dedicated to teaching young drivers with concepts beyond what is offered in traditional driver's education. Driver's Edge is a program designed to educate new drivers through a combination of classroom instruction and hands-on behind-the-wheel training. It incorporates discussion-based modules and open forums to address traffic safety concerns and promote safe driving behaviors. The program operates regularly in Clark and Washoe Counties and has expanded to Elko County to better serve rural communities in Nevada. Additionally, Truckee Meadows Community College in Washoe County offers scholarships to help teens from low-income households attend in-person driver's education courses, fulfilling the state's 30-hour classroom instruction requirement. These courses utilize the American Automobile Association (AAA) "How to Drive" curriculum, which emphasizes high-risk driving topics such as impaired, drowsy, and distracted driving, along with essential driving skills.

The Driving Responsibly Includes Vehicle Education (DRIVE) program, created by Nevada Highway Patrol Troopers, is a driver safety course designed to help teens understand the dangers of unsafe driving. Through videos, images, and real-life stories, the program encourages responsible behavior and covers critical topics such as seatbelt use, impaired and distracted driving, speeding, and aggressive driving, aiming to promote safer habits for young drivers and passengers. The positive social norming benefits of the DRIVE program contribute to students' well-being and development. Positive social norming has been shown to promote safe and healthy behaviors, reduce risky behaviors, enhance positive peer pressure, and correct misperceptions across the board.

ZTF, DRIVE, and Drivers' Edge Programs all discuss the legal age of 21 for alcohol and recreational drugs and do not condone underage use. However, these programs are all about education and engagement with new drivers and their parents. Young drivers tend to have more risky driving behaviors and as a result, crashes are the leading cause of death. Conversations about how alcohol/drug use affects their judgement and decision-making skills are critical to help prevent the choice to engage in this type of behavior. The positive social norms included in these programs promote healthier behaviors and peer relationships in teens (our future adults) through the fostering of safe, stable environments.



The ZTF Program is striving to expand the DUI related programs as well as to urge the State of Nevada to strengthen the Graduated Driver's License (GDL) requirements to be more in line with best practices and to reinstate driver's education as a school requirement.

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 the 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 provide information on standard drink sizes and blood alcohol concentration effects on impairment.

Numerous local coalitions provide a variety of impaired driving and substance abuse prevention strategies in schools and after-school programs such as Boys and Girls Club. 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.

2.4 Employers

Drug Impairment Training for Education Professionals (DITEP) as developed by the International Association of Chiefs of Police (IACP) has been provided in some school districts upon request. Requests can be hindered by the school district's number of available training hours. 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.

In 2025, the Nevada TSRP co-presented a DITEP course to approximately 70 school nurses all working with the Washoe County School District, receiving favorable reviews and evaluations.

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. The Employment Drug Impairment Training (EDIT) program is designed to help combat the growing problem of drug use in the workplace. It is a collaboration between the IACP and NHTSA, and our Nevada DRE Coordinator is trained to present it upon request. However, as EDIT focuses on workplace safety and early intervention strategies rather than impaired driving, it is questionable if it complies with our federal traffic safety grant guidelines.

Many Nevada employers offer Employee Assistance Programs (EAP) to help employees deal with personal problems that might adversely impact their work performance, health, and wellbeing. 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.

2.5 Community Coalitions and Traffic Safety Programs

2.5.1 Community Substance Abuse Prevention Coalitions

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 Substance Abuse and Mental Health Services Administration (SAMHSA) 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 nine prevention coalitions have formed a network called the Nevada State Coalition Partnership (NSCP) which is a strong collaborator of the impaired driving prevention program, by either directly or indirectly addressing impaired driving through substance abuse and underage drinking prevention strategies, addressing risk and protective factors contributing to chronic health problems, and through their collaboration with hospitals, schools, local governments and other community stakeholders.

In 2025, Nevada's OTS provided funding for the Coalition Partnership to conduct a first-of-its-kind Nevada statewide survey to measure the perceptions of Nevadans around impaired driving. The survey provided OTS with an understanding of Nevada residents' knowledge and attitudes regarding impaired driving; and insight into successful public awareness campaigns intended to reduce impaired driving. The coalition partners were



able to hold at least one focus group in each county in the state and included Spanish speakers. A report totaling 69 pages compiled the focus groups' responses and was presented to OTS.

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.

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.

2.5.2 Occupant Protection – Child Passenger Safety

In 2023, an estimated 25% of the children killed in traffic crashes nationwide were killed in alcohol-impaired-driving crashes. Of these deaths, 52% were passengers of vehicles with alcohol-impaired drivers⁵. The Child Passenger Safety (CPS) program is designed to ensure the safety of children in motor vehicles. To this end, the program provides a car seat installation and checkup, information on car seat recalls, child passenger safety resources by city and county across Nevada, and CPS technician certification. Although the program seeks to protect the child passengers in all traffic scenarios, the broad success of the program in Nevada ensures higher chances of protection if a child is in a vehicle with an impaired driver.

2.5.3 Motorcycles

The Nevada Rider Motorcycle Safety Program was created in 1991 within DPS. The program tasks are to ensure motorcycle training is available to all residents within the State at a reasonable cost and to monitor and ensure all training providers in the State are

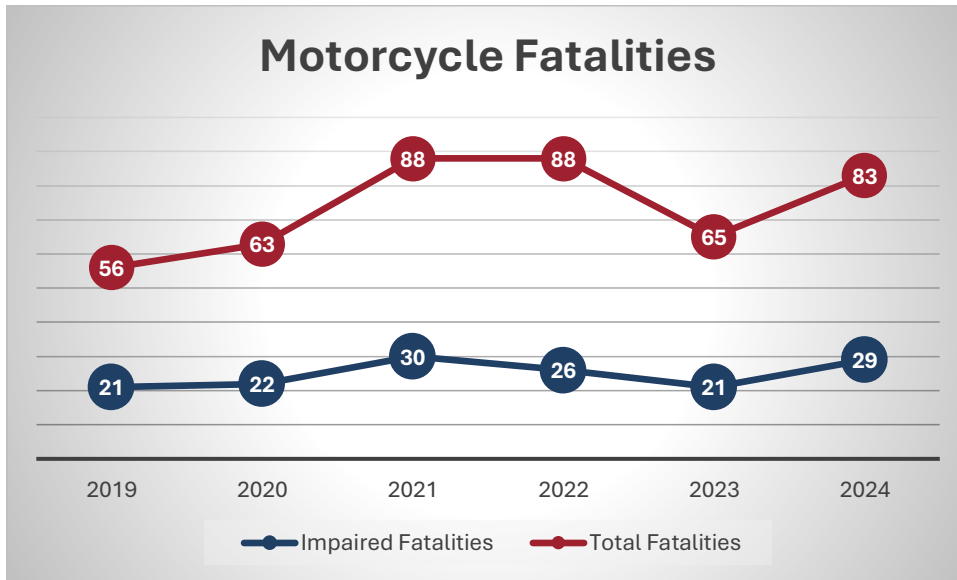
⁵ NHTSA 2023 National Survey of the Use of Booster Seats (Report No. DOT HS 813 668)





conducting their training at a high standard. The program uses the Motorcycle Safety Foundation (MSF) Basic Ridercourse™ Rider Handbook. Section 11 of the handbook covers impairment by alcohol, drugs, including marijuana, and provides interventions that can be used. From 2021 through 2025, the impaired rider messaging has reached a total of 10,451 course participants.

Figure 6- Total Statewide Motorcycle Fatalities vs Impaired Motorcycle Fatalities





3 Criminal Justice System

3.1 Laws

Nevada has recently adopted more stringent penalties for impaired drivers across the state which strengthen enforcement and sentencing for DUI offenses, especially those involving injury or death. In a Special Session, the Governor signed [AB4](#) into law which became active on January 1, 2026. The enhanced DUI laws include changes that impact repeat offenders and the treatment of marijuana-related DUI cases. The new law aligns marijuana impairment standards with those applied to alcohol in felony situations. In summary, fatal crashes caused by marijuana impairment may be subject to stricter penalties under the enhanced prosecution framework.

Repeat DUI offenders will also face harsher consequences under the updated law. Vehicular homicide can be charged when someone has three prior DUI offenses at any level, even misdemeanor, and then commits a DUI Resulting in Death. Vehicular homicide charges may bring anywhere between ten years to life in prison. Beyond the stricter sentencing for fatal cases, the new legislation increased mandatory confinement for a second DUI offense. It further expanded the criteria for felony DUI when impairment results in significant harm.

Other changes include increasing the mandatory minimum jail time for second offenses, and a lowering of the blood alcohol concentration threshold that triggers mandatory substance abuse evaluations from Blood Alcohol Concentration (BAC) of 0.18% to 0.16%.

Also included in AB4 were provisions for a statewide plan that will include identification of educational resources for governmental agencies involved in law enforcement or criminal justice for training related to trauma-informed practices for persons with opioid use disorder and medication assisted treatment for persons with opioid use disorder.

3.1.1 Minors

Nevada DUI law takes a zero-tolerance stance towards minors (under the age of 21). DUI laws for minors are strict, with a BAC limit of 0.02% or higher being unlawful even if the driver is sober. DUI charges for minors can be prosecuted in either criminal or juvenile court, depending on whether the DUI is a misdemeanor or felony. As part of the legal process, minors convicted of DUI must undergo a mandatory assessment to determine if they have a substance abuse disorder that may indicate appropriate treatment and rehabilitation. This requirement is part of the state's efforts to address the root causes of DUI offenses and provide young offenders with a pathway to rehabilitation. Other penalties for underage DUI can include fines, community service, and a driver's license suspension.



Impaired Driving Program Plan

Table 1 - Nevada DUI Penalty Table

NEVADA DUI PENALTY TABLE	
CONVICTION	PENALTIES
1st DUI Misdemeanor	<ul style="list-style-type: none"> • Minimum of 2 days jail or house arrest • Maximum of 6 months in jail • DUI school – evidence based • Victim impact panel • ignition interlock for 185 days; and • revocation of license for 185 days if consented to testing • revocation of license for minimum of 1 year if refused testing • Minimum \$400 fine, up to max of \$1,000
1st DUI RESULTING IN DEATH OR SUBSTANTIAL BODILY HARM Category B felony	<ul style="list-style-type: none"> • 2 to 25 years in prison, no probation available • Mandatory fine of \$2,000 to \$5,000
2nd DUI Misdemeanor	<ul style="list-style-type: none"> • Minimum of 20 days jail or house arrest maximum of 6 months jail • \$750 to \$1,000 fine • loss of license for one to three years • victim impact panel • Mandatory substance abuse evaluation • Ignition interlock required for 1 year
3rd DUI Category B Felony	<ul style="list-style-type: none"> • 1 to 6 years in prison • Mandatory \$2,000 to \$5,000 fine • Revocation of license for minimum of 3 years following release from prison and issuance of new license • Ignition interlock device for 3 years after release from incarceration and issuance of new license • Lifetime felony DUI
ANY DUI CONVICTION AFTER ANY FELONY DUI Category B Felony	<ul style="list-style-type: none"> • 2 to 15 years in prison • Mandatory \$2,000 to \$5,000 fine • loss of license for 3 years • Ignition interlock device for 3 years
2nd DUI RESULTING IN DEATH OR SUBSTANTIAL BODILY HARM Category B Felony	<ul style="list-style-type: none"> • 5 to 25 years in prison • probation not available • Mandatory fine of \$2,000 to \$5,000
VEHICULAR HOMICIDE Category A felony	<ul style="list-style-type: none"> • 10 to 25 years in prison, or Life in prison with eligibility for parole after serving a minimum of 25 years • Lifetime felony DUI





In addition to the above laws, adding another substance to alcohol can lead to an aggravated offense. Nevada law acknowledges that the presence of certain substances in a driver's system can increase the risk of dangerous driving, even if those substances are not causing obvious impairment.

3.1.2 Implied Consent

In Nevada, any person who accepts the privilege of operating a motor vehicle within the State automatically agrees to submit to chemical testing if lawfully arrested for DUI. Chemical testing includes evidentiary testing of breath, blood, and/or urine to determine a defendant's blood alcohol content and/or presence of controlled substances. This consent is "implied" because drivers do not sign a specific agreement; the act of driving itself constitutes consent under Nevada law. If the result of a test shows that a person had a BAC of 0.08% or more, or a detectable amount of a controlled substance or prohibited substance in his or her blood or urine, the license, permit or privilege to drive will be revoked for a period of 185 days. Refusing a breath, blood, or urine test for DUI is penalized by a possible administrative license revocation of one year for first offenders and three years for repeat offenders.

3.1.3 Liquor Law

Nevada has no state alcohol regulatory agency and has some of the most relaxed liquor laws in the United States. Local governments may set their own rules with regard to sales hours, allowing for 24/7 alcohol sales in many areas, particularly in Las Vegas and Reno, while imposing more traditional restrictions in rural areas. Driving with an open container in the vehicle is a misdemeanor offense statewide except for limousines or chartered vehicles; but open consumption on streets, sidewalks and other public areas is regulated by municipalities and will vary.

3.1.4 Cannabis Law

In Nevada, the cannabis industry is regulated by the CCB, consisting of five board members appointed by the governor. In 2019 when the CCB was established, the Cannabis Advisory Commission (CAC) was also established to study cannabis-related issues and make recommendations to the CCB. The CAC consists of twelve members, eight of which are appointed by the governor, representing relevant state agencies and members of the



cannabis industry and the public. The CCB has taken steps to address impaired driving within the cannabis industry, developing a public safety subcommittee recommendation to mitigate the risk of impaired driving.

Recreational cannabis is legal for adults 21 and over, allowing possession of up to 2.5 ounces of marijuana or ¼ ounce of cannabis concentrate. Cannabis consumption is prohibited in public places including casinos and hotel rooms unless the hotel has a special permit. Consumption lounges are permitted by law, with most of them located in the Las Vegas area. Nevada open container laws apply to cannabis products.

3.2 Enforcement

Nevada currently has 135 law enforcement agencies consisting of a wide variety of jurisdictional authority, including but not limited to tribal, state, county, municipal, school district, parks, taxi authority, and university police. As of 2026, the Nevada Commission on Peace Officer Standards and Training (POST) reported 14,767 sworn officers statewide. Nevada law enforcement recruitment is still attempting to build up to pre-2020 levels when the numbers of sworn officers swiftly declined due primarily to early retirement, compensation and working conditions across agencies.

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 DUI Detection and Standardized Field Sobriety Testing (SFST) curriculum and Advanced Roadside Impaired Driving Enforcement (ARIDE). Nevada is a Drug Evaluation Classification Program (DECP) state with an active Drug Recognition Expert (DRE) program. The program currently identifies a DRE State Training Coordinator, whose position resides within OTS. Each year, the DRE Program offers one to two DRE schools around the state. In 2025, the DRE Program held two DRE courses, training a total of 9 new DRE and eight ARIDE courses were held, attended by a total of 75 officers. Both courses utilize the respective curricula approved and published by IACP and NHTSA. The state's DRE/ARIDE Training Coordinator supports the state coordinators and oversees training statewide. Beginning in 2026, the DRE Program will be a part of the annual Traffic Safety Summit, providing a dedicated track of training and certification/recertification for current certified DRE and DRE candidates.

The Nevada TSRP received training as a DRE and offers continuing impaired driving enforcement training for officers and prosecutors statewide, both in person and via webinar. Training may also be multidisciplinary, pairing officers and prosecutors in



courtroom settings. Additionally, the TSRP offers webinar training on both a local and national level. The TSRP has brought the [Lethal Weapon Training Seminar](#) to southern Nevada and is preparing to offer it again in northern Nevada. This multi-day course trains officers and prosecutors in crash reconstruction, scene investigation, toxicology, and trial skills.

3.2.1 Law Enforcement Liaisons

OTS has two Law Enforcement Liaisons (LEL). The LEL are 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. Together they manage Traffic Safety Engineering and Planning (TSEP) grants and attend Nevada Sheriffs and Chiefs meetings, along with national conferences such as the IACP. 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, along with local community safety groups and coalitions.

3.2.2 High Visibility Enforcement

Law enforcement agencies have received several overtime grants from OTS to carry out high-visibility enforcement (HVE) operations. These activities can vary from a dedicated strike team working around the clock, as seen with the Las Vegas Metropolitan Police Department (LVMPD), to smaller agencies conducting operations every weekend. Overtime grant-funded agencies include the Nevada State Police – Highway Patrol (NSPHP), county sheriffs, and local police across the state in urban, rural and frontier areas. These agencies work grant overtime shifts as determined by local data and on a weekly basis, assigning additional personnel to patrol operations focused on detecting and apprehending drivers who are impaired drivers by alcohol and/or drugs. These efforts occur on every roadway facility from major urban metropolitan interstate roadways to rural county roads and all roadways in between. Throughout the 2025 grant year, these operations resulted in almost 1,700 arrests for impaired driving. Media coverage about the efforts of individual patrols is publicized on local television sites and in newspapers. Publicity in southern Nevada is well covered by www.fox5vegas.com and in northern Nevada, Washoe County, by www.kolotv.com.

The Joining Forces Program in Nevada is a collaborative multi-jurisdictional law enforcement program that in accordance with the NHTSA calendar, pre-plans the coming year of coordinated traffic safety HVE across the state. There are currently 35 participating





agencies including tribal police, state, local, and university/school police, along with sheriff departments. Joining Forces utilizes HVE which combines enforcement, visibility elements, and a public media strategy to help educate and inform the public. Such events provide significant benefits especially in rural and frontier regions of the state, where available resources may be scarce. Joining Forces participates in multiple traffic safety campaigns which include collaborative efforts focused on impaired driving HVE four times a year.

LVMPD created the Traffic Safety Officer Program (TSOP) to revolutionize DUI training within the agency with a four-day program combining classroom learning with hands-on training. The program focuses on advanced techniques to recognize impairment, prepare search warrants for blood draws, Portable Breath Testing (PBT) certification, and participation in a DUI blitz where officers can apply their skills in the field to identify and apprehend impaired drivers.

The LVMPD DUI Intervention Program, created in 2021, targets individuals who are reoffending with second-offense DUIs. In partnership with a Clark County social worker, LVMPD officers reach out to offenders to help them understand the underlying causes behind their actions and connect them to resources. The team works to establish a rapport with offenders, encouraging them to open up about their lives and the circumstances surrounding their arrests. Through these conversations, it has become clear that many individuals are coping with underlying trauma, often leading to self-medicating with alcohol, drugs, or both. The program aims to address these root causes and provide support to offenders. The goal of the intervention is reducing offender recidivism and helping individuals on their path to recovery.

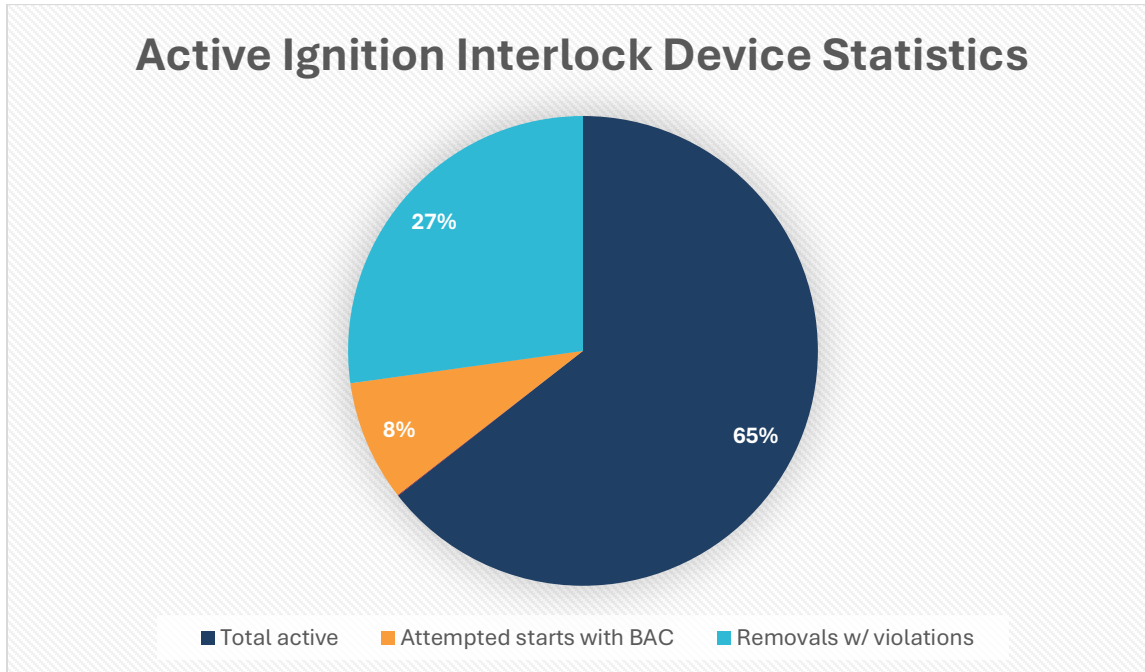
3.2.3 Ignition Interlock Devices

Program oversight of Ignition Interlock Devices (IID) laws, rules, and program administration is currently housed with NSPHP. Full authority for the program and development of final policies and procedures for the program remain hampered by a long-awaited hearing process. Once regulations have been approved which will give the program the authority to revoke licenses and collect fees and fines, drivers that have violated the terms of the IID laws and regulations will face consequences of fines, cancellation of the IID driving privileges and an extension of the installation requirement. Future enforcement of IID violations is expected to occur through the NSPHP and DMV. The NSPHP is in the process of developing a compliance division for IID provider oversight and creation of a tracking database. A webpage on the DMV website currently exists for people requiring IID to locate approved installers.



At the time of this writing, there are currently 3889 active IID installed in Nevada.

Figure 7 - Active Ignition Interlock Device Statistics



- Active – 3889 devices currently in use
- Active with violations – of the 3889 active devices 455 customers have had one or more violations. (January 2024 to January 2026)
- Attempted starts – 502 or 13% of current customers have attempted to start the vehicle with a BAC of .08 or above (January 2024 to current)
- Removals – 3017 removals (January 2024 to January 2026)
- Removals w/ multiple violations – 1642 or 54% of the removals have had one or more violations at the time of removals. (January 2024 to January 2026)

3.2.4 Green Lab Training

Law enforcement officers across the state have participated in green lab training using outside funding sources. Currently the LVMPD is partnering with the largest cannabis dispensary in the state to provide a venue and volunteers for ongoing green labs.



3.2.5 Other Technologies

Nevada received a grant to provide a limited inventory of oral fluid testing devices to law enforcement agencies. Training on the devices was facilitated by the vendor and Nevada's TSRP. Officers were quick to implement the new testing, but over time, enthusiasm for using the devices has waned slightly. This is due in part to the level of ARIDE expertise that officers have and the feeling by some, that adding another test on the roadside after a thorough SFST and additional tests as indicated, the process became cumbersome. Others continue to use the device, albeit sparingly, to confirm what the results of the performed SFST had indicated and to guide their requests for further testing.

For alcohol detection, PBT are in use; passive alcohol sensors are not 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 patrol vans. 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 reduces investigation and processing times, and increases the likelihood of obtaining the sample within a two-hour window from the time of driving.

Other technology that is used either directly or through funded programs, includes drugged driving data collection, law enforcement phlebotomy programs, electronic search warrant programs, lab equipment to test blood samples for and expanded drug index.

3.2.6 DUI Courts

A well-run DUI Court is an evidence-based strategy to reduce DUI recidivism through the achievement of effective behavioral changes in the participants. In Nevada, DUI courts are specialty courts designed to adjudicate DUI cases with a focus on rehabilitation. The Felony DUI Courts rehabilitate third-time felony DUI offenders through community-based treatment and intensive supervision. The programs, which are broken into phases, can last from three to five years and are administered through the District Courts. Misdemeanor DUIs are handled in the limited jurisdiction of Justice and Municipal courts. Those programs last approximately two years. Nevada DUI Courts are adopting the use of the DUI Risk and Needs Triage (RANT) screening tool to triage their participants into high-risk and



low-risk tracks, which run concurrently within a program. OTS currently funds six DUI Courts located throughout the State:

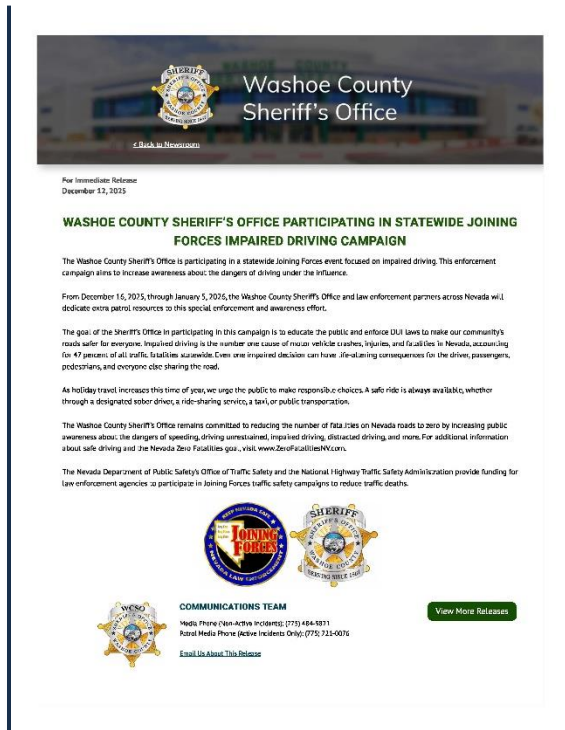
- 1st Judicial District Court in Carson City
- 2nd Judicial District Court in Washoe County
- 4th Judicial District Court in Elko
- 8th Judicial District Court in Clark County
- Las Vegas Justice Court
- Reno Justice Court

Occasionally funded, but not at present, is the Las Vegas Municipal Court.

The established DUI Court model was that the courts should be self-funded through imposition and the collection of fees. However, due to the overall costs of treatment, supervision, testing, and monitoring, it has been found that the self-funding model works only when the participants are highly paid individuals capable of shouldering the expense of the program. There is nationwide pressure to provide access to treatment for those working-class and low wage earners for whom the costs of the DUI Court program would be prohibitive. The 8th District Court in Las Vegas epitomizes the urgent need for additional staff and funding to prevent turning eligible participants away. Operating in the densest impaired driving hotspot, the court manages the state's largest caseload of felony DUI cases, with more than 300 participants currently enrolled. Partial funding for court professionals exclusively working with the DUI programs serves to free-up participation fees to augment the costs of participants who may be at the financial breaking point. Only courts that strictly adhere to the guiding principles and best practices as defined by the National Center for DWI Courts (NCDC) and All Rise qualify for funding. DUI Courts are an expensive undertaking, but they provide the highest returns in terms of successfully transitioning repeat offenders and reducing impaired driving recidivism in Nevada.



Figure 8 - Washoe County Sheriff's Office Joining Forces Press Release



3.3 Publicizing High Visibility Enforcement

Nevada law allows the use of sobriety checkpoints and saturation patrols. OTS encourages all law enforcement agencies to execute sobriety HVE saturation patrols throughout the year. Saturation patrols are widely publicized both before and after an event through standard news outlets such as local papers and television news. Numerous agencies successfully utilize social media platforms such as Facebook and Twitter. Members of the community are welcome to respond and leave comments on the platforms. Agencies participating in Joining Forces events publicize deployments before and after the event.

3.4 Prosecution

Prosecuting attorneys have a significant responsibility in the administration of criminal DUI cases in Nevada. Prosecution in District and 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.

Prosecution for cases in Nevada DUI cases is primarily, but not exclusively, the responsibility of the state's 17 District Attorneys and, in many cases, their appointed Deputy District Attorneys. District Attorney 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 the offices, comprised of the City Attorney and potentially their appointed Assistant City Attorneys, also range in size based upon the size of the municipality. Some DUI prosecutions are 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 review and evaluation of arrests submitted by law enforcement agencies, preparation and presentation of criminal cases, including DUI cases. Although Nevada's law enforcement agencies begin cases, the final decision to file charges rests with District or City Attorneys.

Disposition of DUI cases through a plea bargain is a common occurrence, which means prosecutors may be involved in the recommendation of 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 do occur in Nevada. Reducing second offenses to first offenses and dropping felonies to misdemeanors also take 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. The reasons for reducing a DUI charge to a non-DUI charge or from a more serious DUI charge to a less serious DUI charge vary. Commonly, such decisions are made due to the unavailability of necessary witnesses, which undermines the ability of the prosecutor to proceed to trial on the original charge. Other times, these decisions are made when the prosecutor discovers an infirmity with the anticipated evidence in the trial, which also adversely affects the ability of the prosecutor to proceed to trial on the original charge. Less common, but also an issue, is when a charge is reduced because the prosecution office does not have the resources to proceed to trial given the volume of cases being handled by the office and the number of cases being set for trial.

A priority recommendation from the Nevada Impaired Driving Program Assessment 2023 included a requirement that plea negotiations to reckless driving or a lesser offense be made part of the record and count as an impaired driving offense. A long-term goal is to revise the language in the statutes to ensure all previous offenses are visible to the sitting judge. The Impaired Driving Program Manager together with the TSRP and the Traffic Records Program Manager have begun to explore possibilities for a plea and conviction tracking system that will provide more transparency with regard to the number of cases that get pled down. The newly provided information on an Impaired Driving Tracking System contains guidance on how we can move towards capacity for that system.



3.5 DUI Adjudication

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 and 30 Municipal Judges sitting in 17 Municipal Courts across the state. In Nevada, most judges must have a law degree, but there are exceptions for municipal court judges and justices of the peace in counties with populations under 100,000. These frontier judges are targeted for future educational efforts.

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.

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.

DUI Specialty Courts are established at all three court levels in Clark County and in the Justice and District Courts in Washoe County. Felony DUI courts have been established in several rural District Courts as well. There are currently 65 specialty court programs in Nevada which include 21 adult drug courts and nine DUI courts.

Nevada's court system is ununified which can create problems with consistency in pre-trial supervision practices from jurisdiction to jurisdiction. Communication and continuing education are of paramount importance to help build and maintain standard practices across Nevada. This is being addressed through a new annual DUI Symposium which will provide a track especially for judges and aimed at DUI adjudication.

An identified gap in pre-trial services has been recognized as a problem that the Impaired Driving Program hopes to close in the future. The issue arises when a defendant commits further offenses before their initial arrest is presented in court. One of the highest occurrences of this problem in recent history was that of a person who reoffended 10 times before their first case came to court. Members of the IDPTF believe that if DUI-specific screening tools (such as DUI RANT) were implemented upon arrest, information that a defendant was high-risk/high-needs would result in the offender's placement in a supervised pre-trial situation. Policy changes that would extend requirements for a brief screening for all DUI arrests regardless of BAC levels, resulting in high-risk DUI defendants



ordered to pre-trial supervision would address the problem. This would not affect the majority of DUI cases but would provide extra precautions for those who will not or cannot cease the behavior.

Another area that the IDPTF will be focusing on, for the long-term, is transparency for judges with regard to the full DUI-related history of a defendant. When a felony DUI case comes before the District Court judges, who are general jurisdiction judges, they receive pre-sentence investigation reports from the Division Parole and Probation to help them determine what sentence would be appropriate for that defendant. The Limited Jurisdiction judges in Nevada do not receive a pre-sentence investigation report from the Division of Parole and Probation. Therefore, they are often reliant on the prosecutor's in-court recitation of what is provided through the National Crime Information Center (NCIC) and Criminal Justice Information Services (CJIS) printouts, which are not always accurate and do not always capture what occurred in previous dispositions. Consequently, prior cases that are dismissed or pled down are not useable as prior offenses for DUI enhancement. Currently, a legislative initiative is being pursued that would allow Limited Jurisdiction judges to have access to a resource of this type to enable a more individualized sentence, considering the DUI offender's full history. The foreseeable obstacle to the passing of this legislation is the fiscal impact.

3.6 Administrative Sanctions and Driver Licensing Programs

3.6.1 Administrative Sanctions

Administrative sanctions imposed by the DMV can include license suspensions, revocations, and the right to appeal these decisions. DUI offenses can lead to more severe administrative sanctions, including longer revocation periods and mandatory installation of IID for reinstatement.

3.6.2 Driver Licensing Programs

Nevada uses a GDL system for teen drivers. At age 15 ½, a teen may apply for a learner permit, after which they must complete 50 hours of driving and a classroom driver education course before applying for a provisional license. Driver education classes are mandatory for every driver license applicant under 18 years of age. In addition to driver education, Nevada GDL requirements include a compulsory learner permit holding period of six months and a provisional (or restricted) driver license stage before a full driver license can be issued at the age of 18.





Nevada's Real ID program is a federally compliant form of identification. Licenses and ID cards are marked as limited term when immigration documents are used to prove identity and expire at the same time as the holder's U.S. Visa. NRS outlines the penalties for unlawful use of a driver license, including displaying or possessing any cancelled, revoked, suspended, or fraudulently altered driver license.

DRAFT 04/07/2026





4 Impaired Driving Communication Plan

In 2025, the Zero Fatalities program partnered with National Association for Stock Car Auto Racing (NASCAR) driver Ross Chastain to promote safe driving behaviors. A NASCAR race was a new event in Las Vegas that was generating excitement and interest. The partnership between Zero Fatalities and Ross Chastain took advantage of the elevated attention level to raise awareness about critical traffic safety issues, including impaired driving. Chastain's involvement included public appearances and educational campaigns to engage the community in traffic safety initiatives.

In addition, a statewide social norming survey was conducted in 2025 (Appendix B). The survey provides insights into Nevadan's opinions, values, and perceptions of traffic issues. It identifies commonalities and differences among population groups for targeted messaging and will serve as a guide in the development of impaired driving and other traffic safety campaigns.

Future campaigns to raise awareness of the dangers of impaired driving and to reduce fatal crashes in Nevada will include an anti-impaired driving campaign that creates a conversation about the potential tragedy when driving recklessly. This campaign is also being used to contribute to the goal of zero fatalities in 2050, a goal that will only be realized if impaired driving deaths cease.

The Federal Fiscal Year 2026 campaign flights begin in March and December. The campaign flight dates purposefully run concurrently during the period known as the 100 Deadliest Days of summer in Nevada. The 100 Deadliest Days in Nevada are identified as Memorial Day through Labor Day, the time when Nevada usually reports the highest number of fatalities on its roadways. 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 enough to contribute towards the goal of zero fatalities by 2050.

Figure 9 - NASCAR Driver Ross Chastain Facebook Post





The main core message platform is that impaired driving is not just alcohol but also cannabis impairment and the misuse of polysubstance. This will be expressed in the campaign by developing social media and video spots that each focus on impairment.

An additional campaign, working with PACT Coalition, is based on their FFY25 statewide impaired driving needs assessment and review of evidence-based interventions. It will focus on fixing knowledge gaps around impaired driving specific to each of the 17 counties in Nevada.

Specific activities for impaired messaging are via Zero Fatalities social media channels, Paid Media, and press releases.

Key alliances include UNLV Transportation Research Center, NDOT, Nevada State Police (NSP) and Prevention, Advocacy, Choices, and Teamwork (PACT) Coalition for Safe & Drug-Free Communities.

The communications strategy is principally focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate Behavior.

Goal 1: Increase knowledge and awareness.

Goal 2: Change attitudes and influence sustainable behavior.

- Utilize: Seasonal campaign flights
- Monthly social media posts via Zero Fatalities
- Data driving messaging based on 2025 social norming survey findings.

Objective 1: Use traffic-related data and market research to identify specific audience segments to maximize resources and effectiveness

- The social norming survey was administered in 2025 and 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 were recruited for this research study.
- Nevada residents, 18+ years old
- Statewide, census representation falling naturally; this should allow for analysis



among specific subgroups (e.g., gender, ethnicity, age, rural/urban, etc.) survey is offered in English and a Spanish version of the survey is being considered.

Objective 2: Adopt a comprehensive marketing approach that coordinates elements like media relations, advertising, and public affairs/advocacy

- Coordinated media relations, advertising, and public affairs.
- Paid media across: Streaming & Audio, Social media, TV
- 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, New Year's Eve, and other high-profile events where there is a focus on alcohol.
- The Zero Coalition comprised of statewide businesses to help promote the opportunity to make a plan and use rideshare (Figure 9).
- Zero Coalition received a grant from GHSA and Lyft to offer \$20,000 in discount Lyft rides over a 6-month period from June 2025-Dec. 2025 (Figure 10).
- Zero Fatalities partnered with California's OTS to promote anti-impaired driving between the two states on Northern and Southern roads during the popular 4th of July weekend (Figure 11).

DRAFT 04/07/2026



Impaired Driving Program Plan

Figure 10 - Las Vegas Golden Knights Ride Home Promotion



Figure 11 – Governors Highway Safety Association/Lyft Sponsored Promo Code



DRAFT 7/2026

Figure 12- Nevada/California Anti-Impaired Driving Partnership





5 Alcohol and Other Drug Misuse: Screening, Assessment, Treatment and Rehabilitation

5.1 Screening and Assessment

Nevada's new standards for DUI education will expose every person in the state who is convicted of a first DUI to early intervention, or what was previously identified as 0.5 on the American Society of Addiction Medicine (ASAM) scale. While research shows that first-time offenders have driven impaired many times before getting caught, the majority of first-time offenders will not repeat the offense if only due to the personal embarrassment of getting involved with the court. Yet, even if they never repeat the offense, the perception of the first time often remains one of disgruntlement at having been caught and sentenced in the first place.

Nevada's DUI curriculum standard calls for synchronous participation with a licensed drug and alcohol counselor. Under Nevada statute, this may be a psychologist, social worker, marriage and family counselor or others who have been licensed by Nevada's Board of Examiners for Alcohol, Drug and Gambling Counselors (BEADGC), and include Native American credentials for counselors. These counselors, using peer-reviewed evidence-based curricula, are able to guide participants through a minimum of 12 hours that, in addition to the standard set of facts around state laws and the effects of alcohol and drugs on the body, introduces strategies that enable the individual to "own" their behaviors, take steps to change their habits, and develop skills to plan for transportation when they recognize they should not be driving.

At various places in the DUI sentencing processes, the DUI RANT, Impaired Driving Assessment (IDA), Computerized Assessment and Referral System (CARS) or other screenings and assessments are utilized to guide the level of sentencing that will best fit the individual. OTS has continually encouraged the courts to implement the above-mentioned screening and assessment tools. Educational opportunities have been provided and widely attended to clarify the distinction between these tools when applied to impaired driving offenders, as opposed to standard assessments focused solely on measuring addiction. A day long in-person seminar was provided to instruct case managers on the use of CARS, and several courts used the software to assess everyone currently enrolled in their DUI Courts and report back to OTS on their findings. Additionally,



OTS has encouraged the courts to use the DUI RANT as a tool for accurate placement of their DUI offenders and will fund the annual lease for the tool if cost is found to be a barrier.

All 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.

Nevada Legislators have not yet passed laws requiring mandatory screening and assessment for all offenders, but a welcome step toward that goal was taken when they recently passed laws that lowered the bar on mandatory screenings from BAC 0.18% to anyone with a BAC of 0.16% or higher, and included all second-time DUIs and all underage DUIs.

LVMPD 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 may be referred to services and the program reports that nearly eight out of 10 offenders voluntarily comply with clinical evaluation and intervention recommendations.

5.1.1 Criminal Justice System

Screening, evaluation, and treatment are required for DUI offenders with a recorded BAC of 0.16% 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 operate 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 because 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 Nevada State Board of Health and/or are conducted by credentialed substance abuse or mental health professional. DUI Courts and other courts that may hear a DUI trial have been encouraged to use the screening tools proven to be accurate for a DUI offender such as DUI RANT, IDA and CARS; however, there is no standardized protocol or instrument that has been mandated by the Administration Office of the Courts or Nevada law.



Within the treatment settings, screening and evaluations that are completed may utilize other clinical protocols such as the Substance Abuse Subtle Screening Inventories (SASSI) which, while valid for identifying substance abuse, do not identify high risk drivers. Often in that instance, the case manager is a licensed counselor comfortable with the SASSI and prefers to use it to develop specific treatment recommendations appropriate to the assessed level of alcohol or other drug dependence.

5.1.2 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 first point of 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. However, it is recognized that referrals proceeding from the legal system rather than from within the health care system have been unexpected and has added stress to existing capacity. A long-term objective will be to work more closely with the Health Division for purposes of closing gaps in service.

5.1.3 Monitoring Impaired Drivers

All drivers found guilty of impaired driving are required to install an ignition interlock device in their vehicle. DUI Court programs will also require Secure Continuous Remote Alcohol Monitor (SCRAM) type devices. Northern Nevada has benefitted from a 24/7 Program implementing strategically placed kiosks to collect breath tests of program participants who may be unable to get to a facility for the spontaneously required tests. A long-range goal for the 24/7 Program is to install kiosks across counties along the I-80 corridor to serve the participants in rural and frontier areas who may work in mines or on ranches that require them to drive longer distances to test. It is hoped that, in the future, the data gathered from the kiosks will be available to multiple agencies and help deliver more precise monitoring before and after trials.



6 Evaluation

Nevada OTS is responsible for administering federal traffic safety funds and has developed problem identification and program evaluation processes. These processes inform the State's SHSP, HSP, IDP 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, such as citation information, are also incorporated. Additionally, emerging DUI research is applied to the Impaired Driving Strategic Plan and long-range goals.

NVACTS provides guidance, support, and consensus on state safety plans and includes representatives from approximately 18 agencies representing state, regional, and tribal interests.

OTS staff members coordinate the TRCC and SHSP Strategy Teams and Task Forces, including the IDPTF. Additionally, all OTS sub-recipients are required to participate on at least one SHSP 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 implementation 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 DUI Court projects must include such metrics as described by [AllRise](#) in the Best Practices for Treatment Courts, follow the [10 Guiding Principles](#) established by the NCDC and include these in the OTS progress reports. Performance measures are identified in each grant against which the progress of the agency and its efforts may be evaluated.

Broader outcome measures rely on crash data to track crash incidence, severity, and other patterns. OTS has management responsibilities for the police crash reporting system. Crash data also drives 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.

6.1 Data and Records

In January of 2026, the OTS Data Portal was launched. The new data portal designed to make access to state traffic safety data easy for the public to explore. The section on suspected impairment-related crashes is perhaps the most valuable data tool for program use because it shows what law enforcement officers see prior to the offender getting into the system where the case can go a variety of ways.

The information accessible through the portal is based on observation at the scene of traffic crashes in Nevada where the responding officer believed alcohol or drugs may have been involved. Multiple sources contribute to this data including OTS, NDOT, and law enforcement agencies.

The OTS Data Portal for officer-observed suspected impairment-related crashes can be found on: <https://opendata.zerofatalitiesnv.com/>

Figure 13 - Suspected Impairment Related Crashes by Month

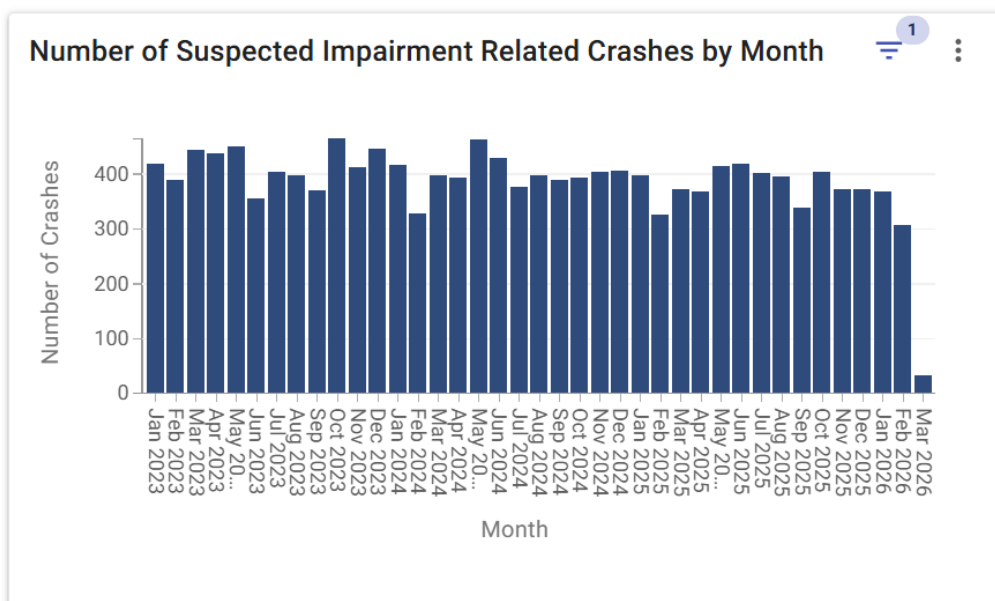
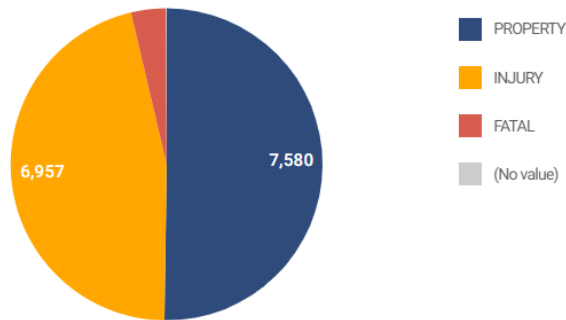




Figure 14- Severity Levels of All Suspected Impairment-Related Crashes



The OTS Data Portal also provides a view of the severity of suspected impairment-related crashes, which when compared to the FARS data commonly relied upon, illustrates the magnitude of injuries and damage to property caused by impaired crashes which is typically difficult to assess.

Arrest data is also transmitted electronically to the Criminal Records Unit of Nevada's Records, Communication and Compliance Division via the Livescan fingerprinting system and information and reports are pulled from that database. (SEE APPENDIX C)

Monthly fatality reports, Traffic Safety Crash Facts documents, and a fatal crash data dashboard utilizing data from the FARS are also made available. The Nevada Department of Transportation also maintains an online crash data dashboard with all State crash data including injury and non-injury crashes.

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. Nevada DPS-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 is largely transmitted electronically between law enforcement, the Administrative Office of the Courts, and the DMV for processing. With larger court systems, typically, law enforcement submits citations to the courts using the JLink system upon completion, and adjudication information is transmitted to the DMV through JLink.



The AOC gathers case-level information from the courts, not charge level, so the ability to compare DUI arrests to convictions does not exist. AOC reports guilty pleas and bench trial convictions for cases where the DUI is the most significant charge based on their hierarchy. However, due to their data policies and procedures, DUI cases may be underreported. The policies state that where a DUI is present, but a more significant charge is also attached, they will capture the data under the more significant charge. An example of this would be a case where the DUI resulted in a property crime. The property crime will take precedence; therefore the case is classified as property crime. Another situation occurs when a speeding charge receives a guilty plea and the accompanying DUI charge is dismissed. The manner in which the AOC would capture this data would be a charge for speeding. Adding to this under-reporting is that as a non-unified judiciary. Some Nevada courts do not report their data to the AOC. The resulting data that is transmitted to the Nevada Criminal Records Unit produces a somewhat inaccurate data picture of DUI arrests to DUI convictions.

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 it 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 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 facilitate the posting of sanctions to the driver and vehicle files electronically.

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 can prevent law enforcement from effecting an impaired driving arrest.



Nevada's forensic labs test upon request of the prosecutor or the agency submitting the samples. The state uses three laboratories responsible for the majority of toxicology testing for law enforcement purposes: Henderson Police Department, LVMPD, and Washoe County Sheriff's Office. If both alcohol and drug analysis is requested by the agency, and alcohol is detected at a BAC of 0.12% or above, then drug tests will not be conducted. If the drug testing is performed first and the result is per se, the sample will not be analyzed for alcohol, but if drug test results are negative, then alcohol testing is conducted.

Nevada's law, [NRS 484C](#), requires that within 8 hours of a fatal crash, blood must be drawn from all deceased victims whether they were the driver, passenger or pedestrian. On both fatal and substantial bodily harm cases, both alcohol and drug testing will take place. The quantitative results are combined with the entire scope of testing, and the information is shared with the state's FARS analyst. That level of completeness will be lower among surviving drivers.

Nevada has seen an improvement in turn-around time for test results. At the time the previous IDP was written, Nevada was experiencing extraordinarily long turn-around times for toxicology reports. The addition of testing equipment has led to less downtime and faster results. The Clark County toxicology lab has reduced their average turn-around time to just under a month, and the Washoe County toxicology lab will follow in bringing down their turn-around time with the additional equipment they are adding this year.

Periodically, the state revisits the idea of creating 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. Each time the plan is analyzed, it proves to be prohibitively expensive. Among the state's three main toxicology laboratories, the LVMPD Forensic Lab, and the Washoe County Sheriff's Office Forensic Science Division, and the City of Henderson Forensic Laboratory open collaboration is enjoyed. Participation in assessments of current resources and policies, and data collection and analytical reports occurs. However, some more rural jurisdictions are compelled to send their evidentiary tests to California or Pennsylvania labs.

In addition to the law enforcement data, Nevada is working within the TRCC to support an analysis project at 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.

Data on treatment outcomes is not regularly transmitted from programs to OTS for incorporation into analyses. The IID Program, for example, is managed by the NSPHP, and the interlock providers are not consistently reporting the in-system violations gathered during offender compliance checks. 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.

The DUI Court programs are successful in pursuing the ignition interlock violations on their participants and react with swift and certain sanctions. While violations among the specialty court community are very low, specific data is not shared except as a monthly total. The DUI Courts do not share their treatment outcomes due to privacy issues, but their monthly reported program statistics make it evident that they are successful at retaining their enrolled participants and connecting them to the best level of treatment; also that successful program completion by their participants and their sobriety rate is very high. On average, the funded Nevada DUI Courts report a six percent recidivism rate which is excellent compared to the 25–31% reported across the nation.

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.

The TRCC is currently funding two studies of interest to the Impaired Driving Program. The first is a plan for a database that will link road user/crash data with trauma data. The database is still in the design stages, but the hope is that when it is fully functional, it will provide insight into the percentage of trauma cases that are caused by impaired driving and perhaps provide a cost. The second project is a study on adjudication of citations and enforcement that looks at the weaknesses of the data in the court data system and also the pressures on the lower courts.



For more access to fatality data, crash data and other types of impaired driving data visit ZeroFatalitiesNV.com.

6.2 Driver Records Systems

The DMV is responsible for maintaining all driver license and history information for State residents. Most traffic violation convictions are transmitted electronically through the JLink 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.

Accessing driver license and history data for sharing or analysis has shown to be challenging due to the previously mentioned mainframe system that the DMV uses. The DMV is in the process of upgrading their systems.

DRAFT 04/07/2026



APPENDIX

Appendix A: 2027–2030 Impaired Driving Prevention Strategic Plan

Appendix B:

Appendix C:

DRAFT 04/07/2026





Appendix A

2027-2030

IMPAIRED DRIVING PREVENTION STRATEGIC PLAN

GOAL 1: To reduce fatalities and injuries caused by impaired drivers and move towards zero fatalities

GOAL 2: To affect the root causes of impaired driving behavior

GOAL 3: To strengthen Nevada’s law enforcement and criminal justice system

This strategic plan adheres to 23 CFR 1300.23

1. Program Management and Strategic Planning								
1A: Meeting Facilitation and Progress Tracking								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
1A.1	Chair	Quarterly	Conduct Nevada Impaired Driving Taskforce meetings	Number of meetings conducted annually				
1A.2	Kimley-Horn	Quarterly	Update progress on Impaired Driving Prevention Strategic Plan	Action Plan progress updated quarterly				
1A.3	Co-Chair	Quarterly	Establish strategic working groups	Problem identification, strategies, make recommendations				
1B: Develop and maintain active membership								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
1B.1	Chair Co-Chair	Quarterly	Review meeting discussions and bring in relevant stakeholders	Members contacted Increase in attendance				
1B.2	Chair Co-Chair	Quarterly	Ensure membership includes members as defined in 23 CFR Part 1300 including: (A) State Highway Safety Office; (B) State and local law enforcement; (C) Criminal justice system (e.g., prosecution, adjudication, and probation); (D) Public health; (E) DRE coordinator; (F) Communications and community engagement.	Potential members identified and invited Number of new members				
1C: Identify Priorities and make recommendations								
1C.1	Priorities Working Group	Annually	Note barriers discussed during meetings and identify what needs to change to produce a successful outcome	Priority recommendation to NVACTS				



Impaired Driving Program Plan

1C.2	Impaired Driving Prevention Triennial Plan Working Group	Every 3 years	Identify subject matter experts for each component of the Impaired Driving Plan to provide Plan updates	Triennial Strategic Plan				
1C.3	NRS 484C Expert Working Group	Ongoing	Become experts on NRS 484C, and on any updates and changes that occur as a result of legislative actions					

2. Prevention

2A: Promote responsible alcohol and cannabis service

Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
2A.1	Community Coalitions	Quarterly	Intervention DUI Education	Statistics on numbers of users				
2A.2		Long-term	Responsible Delivery toolkit to delivery resources	assets/0e651898bba9404faf7390e31f349b0b/e534f7c6776244f2b9e8a65475b465ff				
2A.3	PACT Coalition	Long-range	Target messaging to at-risk communities through dispensaries and lounges.					
		Long-term	Develop closer working relationship with CCB					

2B: Promote transportation alternatives

2B.1	Anita Pepper	Seasonally	Ride share discounts and promotion					
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2C: Community Programs

2C.1	MADD	Ongoing	Power of Youth	Numbers reached				
2C.2	Nick Nordyke	Ongoing	Zero Teen Fatalities	Numbers reached				
2C.3	PACT/Community Coalitions		Community survey follow-up on impaired driving	Local programs/meetings				
2C.4		Long-term	Employer education Road Safety Resources – Network of Employers for Traffic Safety e.g. programs: SpeakNow!, Good to Know, The Heat is On	Drug-Impaired Driving Toolkit for Employers – "Eliminating Drug-impaired Driving in the Workplace through Education and Awareness"				
2C.5		Long-term	Department of Education					
2C.6		Long-term	UNLV/UNR student-led prevention and social norming programs					
2C.7		Long-term	Indicated Prevention Service development					





Impaired Driving Program Plan

2C.8	BHWP Treatment HPS	Long-term	Develop an effective treatment structure for individuals who have had four or more impaired driving offenses.	Reach out to CO for example. Develop a plan. Request funding from the Health Division.				
2D: Impaired Rider Prevention								
2D.1	Mark Fountaine Justin McDonald	Ongoing	Nevada Riders MSF Basic Ridercourse ™ Rider Handbook. Class messaging.	Numbers reached with impaired riding messaging and education				

DRAFT 04/07/2026





Impaired Driving Program Plan

3. Criminal Justice Systems								
3A. Laws								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3A.1		Enacted / ongoing	Minimum age for alcohol and cannabis use.	Zero tolerance under the age of 21				
3A.2		Enacted / ongoing	Open Container law	Nevada statute prohibits possession or consumption of any open cannabis product or alcoholic beverage in the passenger area of a motor vehicle while located on a public highway or right-of-way.				
3A.3		Enacted / ongoing	High BAC Sanctions					
3A.4		Enacted / ongoing	BAC Test Refusal Penalties	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.				
3A.5		Enacted / ongoing	DUI screening requirements for second offenders and felony offenders					
3A.6	NVACTS/ Legislators	Introduced/ Long-range	Impaired driver criminal history transparency during adjudication	Prosecutors will be held to a standard of presenting all known previous traffic charges for a defendant for the judge to consider when meting out the sentence.				
3A.7	NVACTS/ Legislators	Introduced/ Long-range	DUI screening requirements for all first-time offenders, using a valid DUI tool.	Early detection of high-risk offenders. Would require a short screening for all DUI offenders including first-time offenders to identify high-risk/high-needs defendants early and provide appropriate supervision/treatment before they reoffend.				
3A.8	NVACTS	Planned	Set Nevada BAC at .05	Lowering the legal BAC to .05% has been shown to result in a broad deterrent effect that reduces the incidence of drunk driving and saves lives. Approximately 100 countries have similar laws.				





Impaired Driving Program Plan

3B. Enforcement								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3B.1	LEs	Incorporated and ongoing	High-Visibility Saturation Patrols	Number of agencies, arrests. Grants are provided to fund overtime to law enforcement agencies across the State to deploy dedicated saturation operations targeting DUI				
3B.2	LEs	Incorporated and ongoing	Breath Test/Oral Fluid Test Devices	Agencies statewide have been trained on the use of preliminary test devices and continue to be in use by officers.				
3B.3	Carrie Krupp	Incorporated and ongoing	Joining Forces/ Integrated Enforcement	Number of agencies, arrests				
3B.4	Deb Huff	Incorporated and ongoing	Training for DRE and ARIDE	Number of trainings Number of new and re-certifications				
3B.5	Shannon Bryant	Incorporated and ongoing	e-Warrant system	Inventory of agencies using e-warrant and those still without use of e-warrant				
3B.6	Shannon Bryant and LEs	Long-range	Best practices on LE phlebotomy program and program establishment					
3B.7		Long-range	Pre Trial services					
3B.8		Long-Term	24/7 development and program build-up					

3C. Publicizing High Visibility Enforcement								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3C.1	Carrie Krupp Anita Pepper	Ongoing	Publicize HVE events	Social media posts both original and from NHTSA resource. Publicity releases				





Impaired Driving Program Plan

3D. Prosecution								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3D.1		Incorporated and ongoing	Limits on plea bargains and diversion	Plea bargains are restricted in cases involving serious bodily injury or death. A third-time offender may enter a diversion program and have their sentence reduced to 2 nd DUI, but it remains on their lifetime record.				
3D.2	TSRP	Incorporated and ongoing	Training for prosecutors and law enforcement	Provide training to prosecutors, judges and law enforcement officers				
3D.3	TSRP	Incorporated and ongoing	Elevate impaired driving case priority to violent crime level	Advocate for the necessity of giving precedence to impaired driving cases				
3D.4	TSRP	Ongoing/ Long-range	Coordinate with JOL to increase communication and training opportunities for Nevada judges	Frequency of communications				
3D.5	TSRP	Ongoing/ Long-range	Toxicology	Findings, expert report and testimony				
3D.6	TSRP	Long-range	Promote information-sharing among prosecutors	Inform judges Decrease plea deals Increase successful sentencing				
3D.7		Completed	Court Monitoring	OTS funded MADD to provide court monitoring and data collection				





Impaired Driving Program Plan

3E. Adjudication								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3E.1		Incorporated and ongoing	DUI Courts	Support for both Felony DUI Courts and misdemeanor DUI court programs. Support for ongoing training with AllRise. Nevada DUI Courts continue to show low recidivism rates				
3E.2	SJOL	Ongoing annually	Develop and plan an annual DUI Adjudication symposium for judges	Symposiums Attendance				
3E.3	SJOL	Ongoing quarterly	Communicate with Nevada judges through district, regional or state meeting on best practices for DUI adjudication efforts	Number of judges reached. Topics of statewide program interest will be discussed, such as pre-trial services or screening and brief intervention				
3E.4	SJOL	Ongoing	Coordinate with the AOC on messaging					
3E.5	SJOL	Ongoing	Coordinate with Regional JOL and TSRP on shared efforts					
3E.6	SJOL	Ongoing	Increase use of preliminary assessments especially for first-time DUIs					

DRAFT 04/07/2026





Impaired Driving Program Plan

3F. Administrative Sanctions and Driver Licensing Programs								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
3F.1	DMV Administrative Court	Existing and ongoing	Administrative License Revocation or Suspension	Revoke or suspend driver's license for DUI cases				
3F.2	NHP/Dani Hafeman	Existing and ongoing	Alcohol Ignition Interlocks	Identify and close gaps in the program, ensure offenders are accountable for violations, vendors/manufacturers are standardized and accountable for services provided				
3F.3		Existing and ongoing	Vehicle and License Plate Sanctions	NRS 484C.520 requires the court to submit an order to the Department of Motor Vehicles to suspend the registration(s) of persons convicted of second or subsequent DUI's.				
3F.4		Existing and ongoing	Privileged licenses for compliance with ignition interlock or 24/7 monitoring program	Privileged licenses enhance program success and provide an incentive to succeed.				
3F.5		On hold Pending DMV software transition	Privileged licenses for offenders in 24/7 monitoring program	Participants are subject to random testing and this serves as an incentive to maintain sobriety				

4. Impaired Driving Communications Programs								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
4.1	Anita Pepper PACT	Ongoing	Positive Social Norming campaign	Planned media				
4.2	Anita Pepper	Ongoing	Mass media public service announcements	Planned media				
4.3	Anita Pepper LE agencies	Ongoing	Local agency social media	Social media posts				





Impaired Driving Program Plan

5. Alcohol and Drug Misuse: Screening, Assessment, Treatment and Rehabilitation								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
5.1		Implemented Ongoing	Monitoring through IID, ankle/wrist bracelets/ random breath testing	Ongoing focus on prevalence and success. New Technologies				
5.2	DUI Consortium Workgroup/ DMV	Implemented Ongoing	Early intervention for first DUI	DUI schools using evidence-based curricula, synchronous discussions with a licensed drug and alcohol counselor				
5.3		Implemented and long-range	Screening and assessment	Growth in use of DUI RANT for purposes of early detection of high-risk DUI offenders				
5.4		Long-term	Pre-trial supervision	Work towards a statewide unified standard for use of pre-trial supervision of DUI offenders				

6. Program Evaluation and Data								
Action Step	Action Step Leaders	Timeframe	Description	Output Measures	Q1	Q2	Q3	Q4
6.1	Data working group / others	Ongoing	Analyze pertinent data from FARS, OTS data portal, and the Repository or other sources					
6.2	TRCC/ Kevin Tice	Ongoing	Follow TRCC advances in developing DUI data					
6.3	Data working group	Long-range	Identify concerns or barriers and assess current systems					
6.4	IDTS Committee	Long-term	Develop ITDS Form a committee	Steps and Checklist NHTSA				





APPENDIX B

Impaired Driving Needs Assessment 2025

for needs assessment, follow this link:
<https://zerofatalitiesnv.com/app/uploads/2026/04/Impaired-Driving-Needs-Assessment-2025.pdf>

DRAFT 04/07/2026





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 7: Policy Priorities for the 2027 Nevada Legislative Session (For Possible Action)

1. SUMMARY OF AGENDA ITEM

Receive an update on the recommended policy priorities to move forward for bill draft requests (BDR) for the 2027 Nevada Legislative Session. Review and discuss for possible action.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

Approve and recommend policy priorities to move forward for bill draft requests (BDR) for the 2027 Nevada Legislative Session.

5. LIST OF ATTACHMENTS

Policy Priority Fact Sheets

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





NEVADA ADVISORY COMMITTEE ON
TRAFFIC SAFETY
2026 POLICY PRIORITY
RECOMMENDATIONS SUMMARY

April 9, 2026



Helmets for All Riders on a Personal Recreational Conveyance

Ensuring the safety of all riders on personal recreational conveyances should be a top priority. Helmets are a simple yet powerful tool to prevent long-lasting injuries and reduce the potential burden on emergency services. E-bike, e-scooter, skateboard, rollerblades, or a bicycle, riders are equally vulnerable to head injuries in the event of a fall or collision.

Distracted Driving Law Modernization

The proposed policy aims to address the growing issue of distracted driving in Nevada by implementing key measures of increased fines, institute graduated penalty system, and improve technology and data sharing through modernization.

DUI Interventions

The proposed policy recommendation to improve the state DUI laws can help address the challenges that impaired drivers cause using the following three key interventions; commence mandatory disclosure of DUI defendant's criminal history, lower BAC 0.05% , commence a universal Risk and Needs Triage (RANT) program.

Graduated Driver's License

Enhancing the Nevada Graduated Driver's License (GDL) laws can improve road safety in the state for generations. The current GDL laws can be enhanced by restrict all cell phone use for drivers less than 18 years of age, amending current law to include seat belt usage for young drivers and their passengers and remove the age restriction of current GDL laws, requiring all new drivers to obtain practical driving experience.

Road Safety Cameras

It is recommended that the two separate NVACTS road safety camera policies be combined into one policy priority that highlights the road safety improvements that are addressed with Road Safety Cameras.

Safe System Intersections

A Safe System intersection is a proactive design approach that anticipates human errors and reduces crash severity to zero deaths or serious injuries. It moves beyond traditional safety by prioritizing safe speeds, physical separation of users (pedestrians/bikes from vehicles), and reducing conflict points through infrastructure design rather than relying solely on appropriate driver behavior.



Seat Belt Law

Nevada's seat belt law is a secondary law. Nevada statute requires all occupants to wear a seat belt in vehicles however the current language allows for enforcement of the law only when a driver is pulled over for a reason other than seat belt use and the citation issued results in a \$25 fine. Approximately 5%, (200,000 Nevadans), still do not regularly buckle up resulting in almost 17% of the 2025 Nevada fatalities.

Speed Management Action Plan

Speeding is a persistent issue on Nevada's roadways, contributing to 27% of all fatal crashes between 2019 and 2023. Speed-related fatalities are disproportionately high in rural areas and on specific roadway classifications, including principal and minor arterials. The rising prevalence of extreme speeding (over 100 mph) further highlights the need for systemic and sustainable speed management solutions.

Yield to Stop

Nevada law is classified as a yield to pedestrians' law and all signage in the state for pedestrians reinforces this, as do the pavement markings. The yield to pedestrians gives drivers the idea they can proceed once the walker is no longer in their lane. Changing our law to STOP for pedestrians clarifies that you must stop.



— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 8: NVACTS Participation in the Interim Legislative Session

1. SUMMARY OF AGENDA ITEM

Receive an update on NVACTS presentations and future participation in the Interim Legislative Session.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 9: Upcoming NVACTS Meeting Dates and Locations

1. SUMMARY OF AGENDA ITEM

Discuss dates for NVACTS meetings in 2026.

2. BACKGROUND

June: Tuesday, June 9, 2:00-4:00pm

August: Tuesday, August 11, 2:00-4:00pm

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 10: Open Discussion

1. SUMMARY OF AGENDA ITEM

This agenda item allows for additional comments from NVACTS Members.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 11: Public Comment

1. SUMMARY OF AGENDA ITEM

This agenda item allows for the second public comment period of the meeting. This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Committee will impose a time limit of three (3) minutes.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV





— NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY MEMORANDUM

TO: NVACTS Members

FROM: Sean Sever, Chair

SUBJECT: NVACTS Meeting, April 14, 2026

Agenda Item 12: Adjourn Meeting

1. SUMMARY OF AGENDA ITEM

Adjourn the meeting.

2. BACKGROUND

N/A

3. ANALYSIS

N/A

4. RECOMMENDATIONS FOR NVACTS ACTION

N/A

5. LIST OF ATTACHMENTS

N/A

6. PREPARED BY

Lindsay Saner, Kimley-Horn, for Sean Sever, NVACTS Chair, Nevada DMV

