



NEVADA OFFICE OF TRAFFIC SAFETY

2025 Annual Grant Application

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NEVADA OFFICE OF TRAFFIC SAFETY **2025 Annual Grant Application**

ANNUAL GRANT APPLICATION - FEDERAL FISCAL YEAR 2025

Prepared by:

Nevada Department of Public Safety, Office of Traffic Safety (DPS-OTS)

Amy Davey	Highway Safety Coordinator/Division Administrator
Peter Vander Aa	Deputy Division Administrator
Anita Pepper	Public Information Officer
Dominic Dickey	Grants & Projects Analyst
Carrie Krupp	TSEP Program Manager
Johnean Morrison	Occupant Protection Program Manager
Judith Mata	Child Passenger Safety & Outreach Coordinator
Kevin Tice	Traffic Records Program Manager
Margaret Matta	Impaired Driving Program Manager
Amanda Brandenburg	Vulnerable Road Users Program Manager
Justin McDonald	Motorcycle Safety Program Manager
Daniel Banda	Motorcycle Safety Program Officer
Matt Cambron	Motorcycle Safety Program Coordinator
Nick Nordyke	Zero Teen Fatalities Northern Nevada Program Coordinator
Glen Taylor	Zero Teen Fatalities Southern Nevada Program Coordinator
Todd Hartline	Law Enforcement Liaison
Rob Honea	Law Enforcement Liaison
Deborah Huff	DRE Program Coordinator
Scott Swain	Special Programs Coordinator
Genevieve Swain	QA Specialist/EGrants Coordinator
Adam Anderson	Fatality Analysis Reporting System (FARS)
Michelle Farmer	Administrative Services Officer
Debbie Miller	Accounting Assistant

Prepared in accordance with 23 C.F.R. § 1300 and the Bipartisan Infrastructure Law, U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA).



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1. Nevada Office of Traffic Safety (OTS) Mission

Mission

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

Program Funding

Pursuant to Nevada Revised Statute 223.200(2), and designated by the Governor, the Nevada Department of Public Safety (DPS) is responsible for applying for and administering federal highway safety funds awarded to the State to conduct the highway safety programs of the State. The Director of the Department serves as the Governor's Representative for Highway Safety and has designated the Administrator of the Office of Traffic Safety as the Highway Safety Coordinator. To accomplish this task, the Department of Public Safety, Office of Traffic Safety (DPS-OTS), along with partners and stakeholders, develops and implements Nevada's Highway Safety Plan (HSP) that identifies critical highway safety issues and problem areas in the State. DPS-OTS works with state, local, and community partners to build programs and to solicit proposals for projects to address identified problems. Funds are awarded to state and local government and non-profit agencies to implement evidence-based traffic safety programs and projects. Programs are also supported using State funds, grants received from private organizations, and FHWA funds passed through from Nevada Department of Transportation, as allowable.

This report summarizes the planned projects and activities of the FFY 2025 Highway Safety Plan.

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

- Impaired Driving
- Occupant Protection (seat belts and child safety seats)
- Pedestrian and Vulnerable Road User Safety
- Traffic Records
- Distracted Driving
- Young Driver/Older Driver Safety
- Speed
- Motorcycle Safety
- Roadside Safety



2. Highway Safety Plan Updates

Current trends in Nevada crash data show we are unlikely to meet performance targets established for 2024 in our 2023 Annual Report in Pedestrian, Motorcycle, and Impaired Driving fatalities.

Nevada currently uses a wide breadth of countermeasure strategies and programming to address traffic safety issues, and we have fully embraced embedding public participation and engagement into both our planning and program implementation process. Within our current programs constant adjustments are being made to increase effectiveness. Adjustments to programming for 2025 are reflected in the following:

- Countermeasure Strategy: Pedestrian Safety: School Age Children
 - Nevada Department of Education School Safety Program
 - Mothers Against Drunk Driving School Program
 - Carson City Public Works/Carson City Sheriff's Office Community Traffic Safety Program
- Countermeasure Strategy: Prevention, Intervention, Communications and Outreach
 - PACT Coalition for Safe & Drug Free Communities
- Motorcycle Safety Outreach
 - Nevada Highway Patrol Motorcycle Safety Outreach
- Public Participation and Engagement Update:
 - Nevada OTS has actively engaged with a local MPO, community members, policy makers and the State DOT in the development of the first Local Road Safety Plan (LRSP) that encompasses parts of three counties. An extensive data analysis process was utilized to determine the priorities of the LRSP and identify known safety issues through crash data. During this planning process two of the hazardous areas identified experienced fatal crashes, which has led to extensive community outreach, listening sessions, and project planning that supports greater enforcement, education/media/public outreach, and working with local community coalitions. Upcoming activities and projects to further support improved safety for these areas includes:
 - PACT Coalition for Safe & Drug Free Communities
 - Communications and outreach to commuters, residents, and businesses along this highway corridor
 - Increased enforcement presence, particularly in conjunction with road infrastructure changes being implemented by Nevada DOT
 - All public feedback and planning meetings were held in public facilities and properly noticed per Nevada Open Meeting law, as well as through local media channels.



3. Project Information

402

2025-NVOTS-TBD Joining Forces Traffic Safety Enforcement Program Funding

Sources: 402 - \$1,150,000.00, 164 - \$495,000.00, 405(e) - \$250,000.00

Budget: \$1,895,000.00

Subrecipient: State and Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Location: All communities and counties statewide

Countermeasure Strategy: Laws and Enforcement

Nevada has a robust Traffic Safety Enforcement Program (TSEP) across multiple law enforcement agencies that conduct specific enforcement events covering all of Nevada’s counties, rural and urban areas, and focusing on driving behaviors represented in crash statistics.

2025 Joining Forces Agencies	Amount Funded
Board of Regents, UNR	\$10,800
Board of Regents, UNLV	\$6,800
Boulder City Police Department	\$49,500
Carson City Sheriff’s Office	\$18,500
Clark County School District Police Department	\$151,500
City of Las Vegas, Department of Public Safety	\$15,000
Douglas County Sheriff’s Office	\$26,000
Elko County Sheriff’s Office	\$24,500
Henderson Police Department	\$179,000
Humboldt County Sheriff’s Office	\$38,500
Lander County Sheriff’s Office	\$9,000
Las Vegas Metropolitan Police Department	\$244,500
Lincoln County Sheriff’s Office	\$12,500
Lyon County Sheriff’s Office	\$54,500
Mesquite Police Department	\$32,500
Mineral County Sheriff’s Office	\$35,000
Nevada State Police-Highway Patrol	\$211,000
North Las Vegas Police Department	\$171,500
Nye County Sheriff’s Office	\$40,000
Pershing County Sheriff’s Office	\$9,000
Pyramid Lake Police Department – Tribal Police	\$13,500
Reno Police Department	\$76,500
Sparks Police Department	\$31,000
Storey County Sheriff’s Office	\$55,500



Washoe County School District Police	\$5,900
Washoe County Sheriff's Office	\$64,000
West Wendover Police Department	\$15,500
White Pine County Sheriff's Office	\$25,000

2025-NVOTS-TBD Professional Development

Funding Sources: 402

Budget: \$20,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 402 - 23 CFR 1300.13(a)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Program Management and Program Support

This project funds professional development and training related to traffic safety programs.

2025-NVOTS-TBD Speed Safety Program

Funding Sources: 402

Budget: \$65,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 USC 402(a)(2)(A)(i)

P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Program Management and Program Support

This project funds development of speed safety initiatives.

2025-NVOTS-TBD eGrants System

Funding Sources: 402

Budget: \$174,100.00

Subrecipient: OTS/Operations

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: Yes

Disposition of Unexpended Balances: No

Countermeasure Strategy: P&A

Location: N/A

This project funds the OTS grants management system.

2025-NVOTS-TBD Report Preparation (THSP, TRCC SHSP, AGA, AR) and Traffic Safety Summit

Funding Sources: 402 - \$110,000.00, 402-PA - \$40,000.00



Budget: \$150,000.00
Subrecipient: OTS/Operations
Eligible Use of Funds: 23 USC 402(a)(2)(A)
P&A: Yes
Disposition of Unexpended Balances: No
Countermeasure Strategy: P&A
Location: N/A

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

TS-2025-Lifesaver-61 NV Railroad Crossing Education ~~Crash Reduction~~
Funding Sources: 402
Budget: \$5,500.00
Subrecipient: Community Organization
Eligible Use of Funds: 23 USC 402(a)(2)(A)(vi)
P&A: No
Disposition of Unexpended Balances: No
Countermeasure Strategy: Communications and Outreach
Location: Statewide

This project funds the Nevada Operation Lifesaver (NVOL) Rail Safety organization. NVOL conducts active awareness events at rail crossings throughout the state and provides in person education in multiple communities, radio, print material and social media is used to reach the public.

TS-2025-Clark Co School-18 Clark County School District Young Drivers
Funding Sources: 402
Budget: \$175,000.00
Subrecipient: Local Government
Eligible Use of Funds: 402 - 23 CFR 1300.13(e)
P&A: No
Disposition of Unexpended Balances: No
Location: Clark County
Countermeasure Strategy: School Based and Other Youth Programs, Communications and Outreach

This project funds the Clark County School District to implement Zero Teen Fatalities teen safe driving program into the Clark County School District. This program is designed to increase awareness and education on the importance of seatbelt usage, dangers of impaired driving, distracted driving, as well as aggressive driving and speeding which are all critical safety issues for drivers aged 15-20 years old.



TSEP-2025-ClarkCo Schools-19 Clark County School District Traffic Safety Enforcement

Funding Sources: 402

Budget: \$75,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Las Vegas Metropolitan Area/Clark County

This project funds a speed enforcement program within the Clark County School District Police Department.

TS-2025-CCSO-92 Carson City Sheriff's Office Community Safety Program

Funding Sources: 402

Budget: \$25,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Communications and Outreach

Location: Carson City County

This project funds a Carson City Sheriff's Office non-sworn part time position to provide outreach and education on the importance of traffic safety throughout the community.

TS-2025-Nevada Department of Education-17 Education & Outreach to Schools

Funding Sources: 402

Budget: \$75,000.00

Subrecipient: State Agency

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Pedestrian Safety, School age Children

Location: Statewide

This project funds traffic safety initiatives for school age children.

TS-2025-UNR-30 UNR VRU Data Pilot Study Rural Roads

Funding Sources: 402

Budget: \$82,489.00

Subrecipient: University

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No



Countermeasure Strategy: Education, Prevention, and Prevention

Location: Rural Nevada

This project funds analysis and monitoring of connected vehicle trajectory data in rural Nevada to develop traffic safety countermeasure.

TSEP-2025-DPS NSP HP-54 State Police Highway Patrol Motorcycle Enforcement & Outreach

Funding Sources: 402

Budget: \$25,000.00

Subrecipient: State Agency

Eligible Use of Funds: 23 USC 402(2)(A)(v)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement, Communication and Outreach

Location: Northern Nevada

This project funds traffic safety enforcement laws and conducts outreach to motorists and motorcyclists to reduce fatalities and serious injury crashes.

TS-2025-DPS NSP HP-94 State Police Highway Patrol Roadside Safety

Funding Sources: 402

Budget: \$100,000.00

Subrecipient: State Agency

Eligible Use of Funds: 23 USC 402(2)(A)(v)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement, Communication and Outreach

Location: Northern Nevada

This project funds roadside safety initiatives for first responders, highway workers, tow operators, and the public to include education, enforcement, technology (HAAS Alert) and visibility items.

TSEP-2025-Mineral County-60 Mineral County Sheriff's Office Traffic Safety Enforcement

Funding Sources: 402

Budget: \$10,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(2)(A)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: Mineral County



This project funds conducting traffic safety enforcement activities committed to reducing fatalities and serious injury crashes.

TSEP-2025-LVMPD-70 Las Vegas Metro PD Traffic Safety Enforcement

Funding Sources: 402

Budget: \$300,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: Las Vegas Metropolitan Area

This project funds overtime hours for traffic safety enforcement in the City of Las Vegas and Clark County.

TSEP-2025-HPD-48 Henderson PD Traffic Safety Enforcement

Funding Sources: 402

Budget: \$100,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: Henderson, Nevada

This project funds overtime hours for traffic safety enforcement in the City of Henderson and Clark County.

TSEP-2025-City of North Las Vegas-74 Traffic Safety Enforcement

Funding Sources: 402

Budget: \$90,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: North Las Vegas

This project funds overtime hours for traffic safety enforcement in the City of North Las Vegas and Clark County.

TSEP-2025-Nye Co SO-72 Nye County SO Traffic Safety Enforcement

Funding Sources: 402



Budget: \$35,000.00
Subrecipient: Local Government
Eligible Use of Funds: 23 USC 402(a)(2)(A)
P&A: No
Disposition of Unexpended Balances: No
Countermeasure Strategy: Laws and Enforcement
Location: Nye County

This project funds overtime hours for traffic safety enforcement in Nye County.

TSEP-2025-RPD-52 Reno PD Traffic Safety Enforcement

Funding Sources: 402
Budget: \$90,000.00
Subrecipient: Local Government
Eligible Use of Funds: 23 USC 402(a)(2)(A)
P&A: No
Disposition of Unexpended Balances: No
Countermeasure Strategy: Laws and Enforcement
Location: Reno/Washoe County

This project funds overtime hours for traffic safety enforcement in the City of Reno.

TSEP-2025-WCSO-40 Washoe County SO Traffic Safety Enforcement

Funding Sources: 402
Budget: \$5,000.00
Subrecipient: Local Government
Eligible Use of Funds: 23 USC 402(a)(2)(A)
P&A: No
Disposition of Unexpended Balances: No
Countermeasure Strategy: Laws and Enforcement
Location: Washoe County

This project funds overtime hours for traffic safety enforcement in Washoe County.

TS-2025-MADD-66 MADD Young Driver DUI Education

Funding Sources: 402
Budget: \$145,000.00
Subrecipient: Non-Profit Organization
Eligible Use of Funds: 23 USC 402(a)(2)(A)(iii)
P&A: No
Disposition of Unexpended Balances: No
Countermeasure Strategy: Prevention and Intervention
Location: Statewide

This project focuses on education and early intervention for parents, pre-teens, and teens on alcohol and drug use, with a focus on good decision making, including driving decisions.



2025-NVOTS-TBD Roadside Safety Program

Funding Sources: 402

Budget: \$70,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.27(e)

P&A: No

Disposition of Unexpended Balances: No

Location: Statewide

Countermeasure Strategy: Program Support, Communications and Outreach, Law Enforcement

This project funds development and support of roadside safety initiatives for first responders and emergency personnel.

2025-NVOTS-TBD Master Public Participation and Engagement

Funding Sources: 402

Budget: \$30,000.00

Subrecipient: OTS/Operations

Eligible Use of Funds: 23 CFR 1300.13(a)(1)(i)

P&A: Yes

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Program Management, Communication and Outreach

This project provides funding for Public Participation and Engagement activities in support of the Nevada Highway Safety Plan.

2025-NVOTS-TBD Master Program Support

Funding Sources: 402-PA Split Funded

Budget: \$471,000.00

Subrecipient: OTS/Operations

Eligible Use of Funds: 23 CFR 1300.13(a)(1)(i)

P&A: Yes

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: P&A

This Project provides funding for P&A operational costs.

2025-NVOTS 658-TBD Master Program Support

Funding Sources: 402 Split Funded

Budget: \$876,233.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.13(a)(1)(ii) Program Management Costs



P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Program Management

This Project provides funding for program wages, travel and associated operating costs.

2025-NVOTS-TBD Master Program Underserved Communities

Funding Sources: 402

Budget: \$30,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 USC 402(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: P&A

This Project provides funding to develop initiatives to support underserved communities.

405(b)

OP-2025-UNLV-11 Observational Seat Belt Use Survey

Funding Sources: 405(b)

Budget: \$90,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(vi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Program Management

Location: Statewide

Serves High Needs/Underserved Populations: No

This project provides funding for the required NHTSA Annual Observational Seat Belt Survey. The sub-recipient conducts the pre-mobilization and post-mobilization observational seat belt surveys, analyzes the results, compiles the draft and final report which is submitted to the Office of Traffic Safety.

2025-NVOTS-TBD Master Program Support Occupant Protection Funding

Sources: 405(b) Split Funded

Budget: \$38,978.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.13(a)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: OTS/Program

This Project provides funding for program wages, travel and associated operating costs.



OP-2025-HGhosp-13 Humboldt General Hospital Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(iv)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/ Child Restraint Inspection Stations

Location: Rural communities in Humboldt, Pershing, and Elko counties

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician course, education and community events including outreach to rural tribal, low-income and underserved communities. Hispanic/Latino populations, on average, comprise 26.3% of the identified counties.

OP-2025-REMSA-16 Regional Emergency Medical Services Authority Child Passenger Safety

Funding Sources: 405(b)

Budget: \$42,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Washoe County

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician Course, education and community events including outreach to urban tribal, inner-city low-income families and underserved communities. Washoe County has a Hispanic/Latino population of 26.2%.

OP-2025-The Children's Cabinet, Inc-15 The Children's Cabinet Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/ Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area, Elko County, and Washoe County



Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. Minority populations, on average, comprise 28.2% of the identified counties.

OP-2025-Clark Co Schools-4 Clark County School District Child Passenger Safety Funding Sources: 405(b)

Budget: \$8,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: CPS Training and Installation/Inspection

Location: Clark County

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events that serve parents and children in the Clark County School District which has a minority enrollment of 78.0%.

OP-2025-EV Fam-21 East Valley Family Services Child Passenger Safety Funding Sources: 405(b)

Budget: \$10,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches inner-city Latino populations with services provided in Spanish.

OP-2025-Kinship-9 Foster Kinship Child Passenger Safety

Funding Sources: 405(b)

Budget: \$7,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No



Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches foster kinship care providers who ensure children who can't live safely with their parents live with family. Over six percent of children in Nevada are growing up without either parent.

OP-2025-LCHS-20 Lyon County Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Lyon County

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Lyon County has a minority population of 24.3%.

OP-2025-Nye Comm-12 Nye Community Coalition Child Passenger Safety

Funding Sources: 405(b)

Budget: \$40,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Nye, Lincoln, Mineral, Esmerelda, White Pine and Eureka counties.

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, educational and community events including outreach to rural tribal, low-income and



underserved communities. This project performs activities in a massive geographical rural area of the State. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-RWFRC-7 Ron Wood Family Resource Center Child Passenger Safety

Funding Sources: 405(b)

Budget: \$20,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Carson City, Douglas and Storey counties

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-UMCSN-14 University Medical Center/Healthy Living Child Passenger Safety

Funding Sources: 405(b)

Budget: \$25,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, education and community events including outreach to inner-city low-income and underserved communities. Clark County has a Hispanic/Latino population of 32.6%.

2025-NVOTS-TBD CPST/I Program Support Child Passenger Safety Funding

Sources: 405(b)

Budget: \$50,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)



P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Program Management and program Support

Location: Statewide

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities in communities statewide. Per the THSP PPE plan, special focus on ensuring access to CPS services for tribal populations and remote rural areas, in addition to inner-city low-income families, is supported by this project.

405(c)

TS-2025-DPS NHP-73 NHP Crash & Vehicles Dynamics Training

Funding Sources: 405(c)

Budget: \$158,448.00

Eligible Use of Funds: 23 CFR 1300.22(d)(5)

Subrecipient: State Police

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: Statewide

Advanced crash investigation and reconstruction training for law enforcement strengthens their ability to identify, collect, and report *complete and accurate* crash data to the State, improving the core highway safety databases of crash and citation. The crash training also affords OTS's Traffic Records and FARS team to train officers on the importance of and uses for the crash data that officers collect and how it impacts State and local analysis of crashes when overlaid with other core databases (e.g. roadway and injury surveillance).

2025-NVOTS-TBD TRCC Enforcement Mobile Working Group

Funding Sources: 405(c)

Budget: \$50,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.22(d)(5)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

This project supports the Enforcement Mobile Law Enforcement Working Group to provide training and facilitate regular communication of Law Enforcement agency representatives on ongoing improvements and changes to the Nevada e-Cite and e-Crash reporting environment.



2025-NVOTS-TBD Enforcement Mobile Equipment

Funding Sources: 405(c)

Budget: \$50,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.22(d)(1)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

This project supports equipment and technology upgrades necessary for successful implementation of Enforcement Mobile as statewide e-Cite and e-Crash system.

TS-2025-UNLV-57 AI Speech Recognition Crash Reports

Funding Sources: 405(c)

Budget: \$280,000.00

Eligible Use of Funds: 23 CFR 1300.22(d)(9)

Subrecipient: University

P&A: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

This project supports development of technology programs to improve core highway safety databases.

2025-NVOTS-TBD Master Program Support Traffic Records

Funding Sources: 405(c) Split Funded

Budget: \$155,340.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.22(d)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Integration and Accessibility; Data Accuracy, Completeness and Uniformity

This project provides funding for program wages, travel and associated operating costs.

TS-2025-UNLV-78 UNLV Adjudication, Citation & Enforcement Data

Funding Sources: 402

Budget: \$177,853.00

Subrecipient: University

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Integration and Accessibility; Data Accuracy, Completeness and Uniformity



Location: Statewide

This project includes a review of the literature, outreach /communications with key stakeholders in locales that have relevant practices, discussions with stakeholders, and preliminary data integration and analyses with the result to reduce, if not eliminate, the gaps between the first contact a law enforcement officers (LEO) has with a road user and any resultant adjudication and safety outcomes and will help develop policies, programs, procedures and practices to integrate the disparate data sets across state and local agencies.

2025-NVOTS-TBD Master Program Support Crash Location Improvement

Funding Sources: 405(c)

Budget: \$100,000.00

Subrecipient: OTS/ Program

Eligible Use of Funds: 23 CFR 1300.22(d)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

This project funds the consolidation of geolocation and manual location access within the Tyler Enforcement Mobile system.

405(d)

TS-2025-LVMPD-19 Las Vegas Metro PD Lab BrAD Database

Funding Sources: 405(d)-IC

Budget: \$114,811.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(ix)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Southern Nevada

This project funds receiving, installing, and validating the software needed to ensure the Breath Alcohol Database (BrAD) has seamless integration with the I9000 software (COBRA). Upgrades to BrAD will enhance connectivity, ensure interoperability between existing systems and streamline statewide data exchange and management.

TS-2025-LVMPD-36 Las Vegas Metro PD Lab Shimadzu

Funding Sources: 405(d)-IC

Budget: \$404,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(xi)(C)



P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Southern Nevada

This project funds the purchase of a second Shimadzu liquid chromatography tandem mass spectrometer (LCMSMS) which screens for 91 drugs. The LVMPD Toxicology Detail receives over 5000 requests a year for drug analysis which overburdens the single LCMSMS currently in use. Delays in screening can occur when the instrument needs maintenance. A second LCMSMS will provide increased capacity and ensure continuous drug screening to produce quicker results.

TS-2025-LVMPD-93 Las Vegas Metropolitan PD Phlebotomy Training

Funding Sources: 405(d)-IC

Budget: \$37,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(vi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Southern Nevada

This project funds the training of staff to conduct phlebotomy. Expanding the number of staff to conduct blood draws will improve the timeliness of those draws to stay within the 2-hour limit and will help ensure those staff members will be available to provide court testimony on the blood draw process.

2025-NVOTS-TBD Master Program Support Impaired Driving

Funding Sources: 405(d)-IC \$218,974.00, 405(d)-II \$294,344.00

Budget: \$513,318.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Prevention and Intervention

This Project provides funding for program wages, travel and associated operating costs.

2025-NVOTS-TBD Master Program Support 24x7 Expansion

Funding Sources: 405(d)-IC

Budget: \$120,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(x)

P&A: No



Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Prosecution, Adjudication, Education and offender programs

This project is funded to expand the 24/7 program to rural Nevada areas.

TS-2025-PACT Coalition for safe and Drug Free C-80 DUI Data & Campaign

Funding Sources: 405(d)-IC

Budget: \$75,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(ix)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Communication and Outreach

Location: Statewide

This project funds collaboration with prevention coalitions to address impaired driving perceptions in communities across Nevada.

COURT-2025-CC District Court-10 Carson City District Court-DUI

Funding Sources: 405(d)-IC

Budget: \$45,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: First District Court Jurisdiction Northern Nevada

The First District Specialty Court is located in Carson City, Nevada's capitol, and is part of the Western Region serving Carson City and Storey County. This grant partially funds the DUI Case Manager position, which serves as liaison for Alternative Sentencing and works together with the teams who operate the Third DUI Diversion Court, Misdemeanor Treatment Court, and the Mental Health Court – any of which may include impaired drivers.

COURT-2025-DC-9 8th Judicial DC Specialty Court

Funding Sources: 405(d)-IC

Budget: \$263,344.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No



Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Eighth Judicial Court Jurisdiction Southern Nevada

This project with the Clark County Eighth District Court Felony DUI project will reduce recidivism of felony DUI offenders who have substance use disorders as an underlying cause for their arrest.

COURT-2025-City of Las Vegas-2 DUI Court

Funding Sources: 405(d)-IC

Budget: \$47,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: City of Las Vegas

This project supports reducing incidences of Driving Under the Influence (DUI) by providing high/moderate risk, high need defendants with intensive judicial supervision, case management services, monitoring and treatment for their substance use disorders.

COURT-2025-LVJC-1 Las Vegas Justice Court

Funding Sources: 405(d)-IC

Budget: \$88,169.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Las Vegas Justice Court Jurisdiction Southern Nevada

This project supports DUI Court Coordinators in one of the busiest courts in Nevada. The DUI Court program contributes to the goals of the Highway Safety Plan by reducing the recidivism of misdemeanor DUI offenders who have substance use disorders as an underlying cause of arrest, and effectively works to lower future death and serious injury due to impaired driving by addressing the underlying causes of impaired driving.

COURT-2025-WC 2nd Jud Ct-12 Washoe County Felony DUI Court Funding

Sources: 405(d)-IC

Budget: \$104,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)



P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Second Judicial Court Jurisdiction Northern Nevada

This project with the Second Judicial District Court, Felony DUI Court program addresses the underlying cause of impaired driving among repeat offenders through combinations of the criminal sanctions for the behavior with treatment for the substance use disorder. The Felony DUI Court targets repeat recidivist defendants who drive under the influence of alcohol, controlled substances, or a combination of both.

COURT-2025-4th Judicial Elko-4 Elko Judicial Court

Funding Sources: 405(d)-IC

Budget: \$54,700.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Fourth Judicial Court Jurisdiction Northern Nevada

This project funds court services for DUI specialty court in rural northern Nevada.

TS-2025-WCDA-71 Washoe County DA TSRP

Funding Sources: 402 - \$40,000.00, 405(d)-IC - \$250,000.00

Budget: \$290,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: N/A

This project supports a Traffic Safety Resource Prosecutor, or TSRP, to serve as a liaison between law enforcement and the District Attorney's prosecutors and provide information and training to both law enforcement and the prosecutors, with the goal of improving the success rate of DUI prosecutions.

TS-2025-Washoe Alt Sent-37 Washoe County Alternative Sentencing

Funding Sources: 405(d)-IC

Budget: \$63,000.00

Subrecipient: Local Government



Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Washoe County, Northern Nevada

This project supports the Sober 24 DUI diversion program in Northern Nevada with participant access to remote testing locations for required daily substance use testing.

2025-NVOTS-TBD Judicial Outreach Liaison

Funding Sources: 402 - \$10,000.00, 405(d)-IC - \$50,000.00

Budget: \$60,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: N/A

This project funds Judicial Outreach Liaison to collaborate, provide training, and communicate with DUI courts, tribal courts, law enforcement and other stakeholders.

2025-NVOTS-TBD DRE/ARIDE Program

Funding Sources: 405(d)-IC

Budget: \$150,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(vii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Statewide

This project provides funding for DRE and ARIDE training statewide.

TSEP-2025-DPS NSP HP-20 NHP DUI Enforcement

Funding Sources: 405(d)-IC

Budget: \$100,000.00

Subrecipient: State Agency

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Statewide



This project funds the Nevada State Police, Nevada Highway Patrol's (NHP) statewide DUI enforcement saturation grant. Using regional and community data NHP provides focused high visibility enforcement.

TS-2025-DPS NSP HP-77 Ignition Interlock Program Enhancement

Funding Sources: 405(d)-IC

Budget: \$158,666.00

Subrecipient: State Agency

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iv)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: Statewide

This project provides support to enhance Ignition Interlock Program by implementing a vendor and user database system.

2025-NVOTS-TBD-TBD DUI Education

Funding Sources: 402 - \$20,000.00, 405(d)-IC - \$55,000.00

Budget: \$75,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 USC 402(a)(2)(A)(iv)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prevention and Intervention

Location: N/A

This project provides funds to improve the investigation and prosecutions of crimes stemming from DUI fatal crashes, fund specialized training for judges in the adjudication of DUI cases during the annual conference sponsored by the Administrative Office of the Courts, and to develop a course for cannabis servers to understand the effects of the products they serve and their responsibility to customers exhibiting impairment.

164

2025-NVOTS-TBD Statewide eWarrant

Funding Sources: 164

Budget: \$40,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(xi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs



Location: N/A

This project funds deployment of statewide eWarrant. Many larger law enforcement agencies have adopted eWarrant systems within their jurisdictions, however, small law enforcement agencies, particularly in rural locations have lagged behind in use of eWarrant. Distance to testing facilities and access to court personnel after hours necessitates use of eWarrant to maintain DUI arrest toxicological testing within required timeframes.

TSEP-2025-BCPD-82 Boulder City PD Impaired Enforcement

Funding Sources: 164

Budget: \$13,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Boulder City and Clark County

This funding is provided to conduct high visibility enforcement of Nevada's traffic laws, specifically looking for impaired drivers, within Boulder City city limits, as well as partnering with agencies in Clark County to enforce impaired driving laws county wide.

2025-NVOTS-TBD Statewide Intoxilyzer

Funding Sources: 164

Budget: \$740,000.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(xi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Statewide

This project provides funding for technology to better increase the scope, quantity, quality, and timeliness of forensic toxicology chemical testing.

TSEP-2025-LVMPD-71 Las Vegas Metro PD DUI Enforcement

Funding Sources: 164

Budget: \$1,105,453.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Las Vegas Metropolitan Area



This project funds high visibility DUI saturation patrols in the Las Vegas Metropolitan Area. Relying upon their local data, high visibility saturation teams work additional shifts focused on high alcohol and marijuana use times and locations, weekends and holidays, as well as many special events known to produce an increase in impaired drivers.

TSEP-2025-RPD-51 Reno PD DUI Enforcement

Funding Sources: 164

Budget: \$60,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Reno Metropolitan Area

The Reno Police Department uses the Impaired Driving Grant to sustain overtime high visibility DUI enforcement patrols targeting impaired drivers.

TSEP-2025-City of North Las Vegas-76 Impaired Enforcement

Funding Sources: 164

Budget: \$50,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Las Vegas Metropolitan Area

This project funds the Impaired Driving enforcement program within the North Las Vegas Police Department (NLVPD).

TSEP-2025-WCSO-41 Washoe County Sheriff DUI Enforcement

Funding Sources: 164

Budget: \$7,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Washoe County

The purpose of this project is to provide overtime hours for high visibility saturation patrols targeting impaired drivers.



2025-NVOTS-TBD Master Program Support

Funding Sources: 164-PA

Budget: \$157,000.00

Subrecipient: OTS/ Operations Support

Eligible Use of Funds: 23 CFR 1300.13(a)(1)(i)

P&A: Yes

Disposition of Unexpended Balances: No

Countermeasure Strategy: P&A

Location: N/A

This Project provides funding for P&A operational costs.

405(f)

2025-NVOTS 658-TBD Motorcycle Safety

Funding Sources: 405(f)

Budget: \$139,686.00

Subrecipient: OTS/Program

Eligible Use of Funds: 23 CFR 1300.25(m)(1)

P&A: No

Disposition of Unexpended Balance: Yes

Location: Statewide

Countermeasure Strategy: Rider Education, Licensing and Training, Communications and Outreach

This project funds motorcycle safety activities such as improvements to safety training curricula, instructor recruitment and public awareness campaigns.

405(g)

TSEP-2025-UNR-44 University of Nevada Reno Pedestrian Safety & Enforcement

Funding Sources: 405(g)-NM

Budget: \$5,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.26(e)(2)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: Reno

This project funds the University of Nevada Reno (UNR) Police Services Pedestrian Safety Grant that has the goal of education and enforcement campaigns. Targeting motorists and pedestrians and focusing on safer driving, walking, and an overall better understanding of Nevada laws regarding roadway use.



TS-2025-UNLV-74 University of Las Vegas Vulnerable Road Users Program

Funding Sources: 405(g)-NM

Budget: \$175,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.26(e)(3)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Education, Prevention, and Intervention, Communications and Outreach

Location: Las Vegas Metropolitan Area

This project through the University of Nevada, Las Vegas' Traffic Research Center mission is to eliminate critical and fatal crashes involving foot and bicycle users, motorcyclists and scooter riders. This is done through outreach, education and advocacy in every sector that affects the ability for human-powered transportation to safely reach their destination, including community education; working with road planners and developers, engineers, law enforcement and emergency responders; and through education of decision makers in the community, law enforcement, business leaders, first responders and government using multiple media outlets.

TS-2025-Carson City Public Works-82 Pedestrian and Bike Community Outreach

Funding Sources: 405(g)-NM

Budget: \$10,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.26(e)(3)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Communication and Outreach

Location: Carson City County

This project provides funding for a VRU safety campaign to significantly reduce the number of crashes involving vulnerable road users, including pedestrians, cyclists, and rollers, by implementing targeted interventions and raising awareness about the importance of road safety.

TS-2025-UNLV-43 UNLV VRU Bicycle Safety

Funding Sources: 405(g)-NM

Budget: \$30,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.26(e)(3)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Education, Prevention, and Intervention

Location: Southern Nevada



This project provides funding for outreach and education, in Southern Nevada, to kids in schools where at least 50% of the students are free and reduced-price lunch eligible.

1906

TS-2025-UNLV-7 UNLV Nevada Racial Data Collection Project

Funding Sources: 1906

Budget: \$575,000.00

Eligible Use of Funds: 23 CFR 1300.29(d)

Subrecipient: University

P&A: No

Disposition of Unexpended Balance: No

Countermeasure Strategy: Data Collection, Information Analysis, and Technology

Location: Statewide

This project was developed to analyze traffic stop data in pursuit of transparency and accountability. It will assure that the Statistical Transparency of Policing (STOP) Data Research Project will provide the Governor, the Department of Public Safety, the Chair of the Senate Standing Committee on Judiciary, and the Chair of the Assembly Standing Committee on Judiciary and other stakeholders research and statistical analyses to promote transparency and accountability, increase public trust, and ultimately improving traffic safety.

Other Program Initiatives Funded with Non-NHTSA Funds:

- Media and Communications
- Motorcycle Safety
- Young Drivers Program
- Older Drivers Program
- Vulnerable Road Users
- Crash Data System/ Crash Data Analysis

Equipment Approval Request

The Nevada Office of Traffic Safety requests approval for the following capital equipment purchase.

Sub-recipient: Las Vegas Metropolitan Police Department

Project ID: TS-2025-LVMPD-36

Funding Source: 405(d) IC

Product: Liquid Chromatograph Triple Quadrupole Mass Spectrometer

Manufacturer: Shimadzu Model 8050

Cost Each: \$385,000.00

Total Cost for 1 Unit: \$385,000



Justification: The drug screening method developed by the Las Vegas Metropolitan Police Department (LVMPD) on the Shimadzu model 8050 liquid chromatography tandem mass spectrometer (LCMSMS) allowed the Toxicology Detail to meet the National Safety Council's (NSC) recommendations for toxicological investigations of drug-impaired driving and motor vehicle fatalities. These recommendations have since been adopted by the American Academy of Forensic Sciences Standards Developing Organization as ANSI/ASB Standard 120.

In 2023 the Toxicology Detail received over 5,000 requests for drug analysis, overburdening the single LCMSMS used for screening. There are times when the system may be unavailable due to instrument maintenance and/or repair. For example, in the early stages of instrument use, a problem was encountered with the instrument configuration rendering the LCMSMS unusable for approximately five months. The Laboratory had to revert to using old drug screening technology to keep up with drug screening demands. This older technology is not as specific or sensitive as the LCMSMS and does not meet the NSC's recommendations. To prevent these lapses, a second Shimadzu model 8050 LCMSMS is needed to ensure drug screening continues uninterrupted. Duplication of instrumentation will ensure that all Driving Under the Influence (DUI) cases are screened by the same method developed by the LVMPD to meet scientific standards.

NV_FY_25_405b_OP Program Area Plan

Nevada Office of Traffic Safety

Occupant Protection Plan

2025

Introduction

The State's Occupant Protection program has a long history which began over 50 years ago when the Federal Highway Safety Act of 1966 established an organizational structure and funding stream to create highway safety offices in each state. The Nevada Office of Traffic Safety was formed under the Nevada Department of Public Safety and began working to promote safe driving behaviors. In 1968, the federal government required seat belts to be installed in all new passenger cars, which ultimately helped shape the state and national occupant protection programs we know today.

Nevada enacted legislation in 1986 requiring the use of seat belts; however, it is a secondary law which means an officer can issue a citation only if the driver is stopped for another violation. Legislating seat belt use, while effective in increasing the number of people who buckle up, must accompany a comprehensive educational program if success in reducing motor vehicle related death and injury is to be achieved. In turn, a number of countermeasures and strategies are used by state, local and non-profit partners.

Changing behavior among non-users of seat belts will take more than the threat of a ticket, a radio advertisement or a presentation. The seat belt message must be heard across the entire social ecology and must be integrated into the culture as a behavior that is essential to the health and well-being of the population.

As a behavioral factor affecting overall highway safety, Occupant Protection is a priority area within the Nevada Office of Traffic Safety (NVOTS). NVOTS is committed to keeping motorists safe through proper and consistent use of seat belts and child passenger safety restraints.

Mission

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

Vision

Committed to zero fatalities because every life matters.

Core Values

Nevada Office of Traffic Safety has equal accountability with our partners as well as ourselves.

Nevada Office of Traffic Safety encourages mutual respect for all highway safety partners and communities.

Nevada Office of Traffic Safety is committed to achieving the highest standards of excellence in roadway safety.

Nevada Office of Traffic Safety conducts all business with integrity through transparency and best practices.

Functional Goals

To encourage the implementation of innovative traffic safety projects at the state and local level that improve motorist awareness, roadway environment, data collection systems, enforcement, and emergency responses aimed at reducing the number and severity of traffic crashes on public highways.

To administer a statewide education program that promotes safety for all users of Nevada roads.

Program Goal

The Occupant Protection program is one of the areas supported by the NVOTS and works to support its mission, vision, core values and functional goals. While most Nevadans buckle up (Observed Seat Belt Use Rate, 2023, 93.46%), unbelted passenger fatalities represent 21% of Nevada's total fatalities. During the period 2017 – 2021, 318 fatal unrestrained occupant crashes resulting in 344 fatalities occurred on Nevada roadways, which is unacceptable. Failing to wear a seat belt continues to be one of the top causes of traffic fatalities in Nevada. In turn, increasing the use of seat belts is the goal of this program.

Opportunities

The demand for occupant protection resources, education and training remain high.

Road safety improvements continue to be a highly funded area of transportation safety, helping to reduce the number of traffic crashes.

OTS has a tremendous relationship with the Nevada Department of Transportation.

The Office of Traffic Safety has a strong cadre of partners across the State, led by the NV SHSP Safer Drivers and Passengers Task Force, that is supportive of legislative enhancements to the State's secondary enforcement seat belt law and are vocal champions of primary enforcement legislation.

Strengths

The Office of Traffic Safety (OTS) is well situated within the Department of Public Safety.

The State's Occupant Protection Program Manager is focused solely on Occupant Protection rather than splitting time among various other priority areas.

While it is a secondary enforcement law, Nevada's seat belt law has a number of components designed to keep motor vehicle passengers safe while traveling on Nevada roadways.

Nevada's child passenger safety law, which is primary, includes a number of components to support the increased correct and consistent use of child safety seats.

Nevada's novice driver law was enacted to help protect and provide additional supervised driving time for novice drivers.

The state has an established Zero Teen Fatalities program which supports effective strategies that work to increase seat belt use among young drivers.

Threats

The state faces a lack of sufficient funding.

Weaknesses

The State's seat belt law does not allow for primary enforcement.

Nevada has a long history of attempts over the last ten legislative sessions to enhance the State's seat belt law but little political will within the legislature to accomplish this.

Nevada's geography contributes to the challenges of providing services throughout the State.

Qualification Criteria for a High Seat Belt Use Rate State

(1) Occupant Protection Plan

(i) Safety Problems, Performance Measures and Targets, Countermeasure Strategies

The plan identifies the safety problem to be addressed, performance measures and targets and the countermeasure strategies that the State will implement to address the identified safety problem.

Safety Problem

Nevada has identified the following safety problem:

- Close to 40% of vehicle occupant fatalities were unbelted passengers.

Performance Measures & Targets

Nevada has identified the following performance measures and targets:

- C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Positions
 - Performance Target for 2025 – 83
- B-1 Observed Seat Belt Usage
 - Performance Target for 2025 – 93.39%
- A-1 Child Passenger Safety
 - Performance Target for 2025 - 6

Countermeasure Strategies

Nevada has identified the following countermeasure strategies:

- Occupant Protection Laws and Enforcement
- Communications and Outreach
- CPS Training and Installation/Inspection
- School Based and Other Youth Programs

(ii) Projects

Nevada has identified the following projects to implement during Federal Fiscal Year 2025 to carry out the plan:

OP-2025-UNLV-00011 Observational Seat Belt Use Survey

Funding Sources: 405(b)

Budget: \$90,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(vi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Program Management

Location: Statewide

This project provides funding for the required NHTSA Annual Observational Seat Belt Survey. The sub-recipient conducts the pre-mobilization and post-mobilization observational seat belt surveys, analyzes the results, compiles the draft and final report which is submitted to the Office of Traffic Safety.

OP-2025-Clark Co Schools-00004 Clark County School District Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: CPS Training and Installation/Inspection

Location: Clark County

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events that serve parents and children in the Clark County School District which has a minority enrollment of 78.0%.

OP-2025-EV Fam-00021 East Valley Family Services Child Passenger Safety

Funding Sources: 405(b)

Budget: \$10,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches inner-city Latino populations with services provided in Spanish.

OP-2025-Kinship-00009 Foster Kinship Child Passenger Safety

Funding Sources: 405(b)

Budget: \$7,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area and Washoe County

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches foster kinship care providers who ensure children who can't live safely with their parents live with family. Over six percent of children in Nevada are growing up without either parent.

OP-2025-HGHosp-00013 Humboldt General Hospital Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(iv)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Humboldt, Pershing, and Elko counties

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician course, education and community

events including outreach to rural tribal, low-income and underserved communities. Hispanic/Latino populations, on average, comprise 26.3% of the identified counties.

OP-2025-Lyon County-00020 Lyon County Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Lyon County

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Lyon County has a minority population of 24.3%.

OP-2025-Nye Comm-00012 Nye Community Coalition Child Passenger Safety

Funding Sources: 405(b)

Budget: \$40,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Nye, Lincoln, Mineral, Esmerelda, White Pine and Eureka counties

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, educational and community events including outreach to rural tribal, low-income and underserved communities. This project performs activities in a massive geographical rural area of the State. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-REMSA-00016 Regional Emergency Medical Services Authority Child Passenger Safety

Funding Sources: 405(b)

Budget: \$42,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Washoe County

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician Course, education and community events including outreach to urban tribal, inner-city low-income families and underserved communities. Washoe County has a Hispanic/Latino population of 26.2%.

OP-2025-RWFRC-00007 Ron Wood Family Resource Center Child Passenger Safety

Funding Sources: 405(b)

Budget: \$20,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Carson City, Douglas and Storey counties

Serves Low-Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-The Children's Cabinet, Inc.-00015 The Children's Cabinet Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area, Elko County and Washoe County

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. Minority populations, on average, comprise 28.2% of the identified counties.

OP-2025-University Medical Center/Healthy Living-00014 University Medical Center/Healthy Living Child Passenger Safety

Funding Sources: 405(b)

Budget: \$25,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves Low Income/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, education and community events including outreach to inner-city low-income and underserved communities. Clark County has a Hispanic/Latino population of 32.6%.

XX-2025-NVOTS-TBD Program Support Child Passenger Safety

Funding Sources: 405(b)

Budget: \$50,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Statewide

This project provides funding in support of Occupant Protection activities in communities statewide. Per the THSP PPE plan, special focus on ensuring access to CPS services for tribal populations and remote rural areas, in addition to inner-city low-income families, is supported by this project.

(2) Participation in *Click it or Ticket*

The November 2023 *Click it or Ticket (CIOT)* campaign was one of two mandatory events for the Joining Forces program with a secondary *CIOT* enforcement campaign in May 2024. Twenty-seven of Nevada's law enforcement agencies participated in this campaign serving well over 95% of the state's population. Participating agencies are required to distribute a press release to local media regarding Nevada's participation in Click it or Ticket and Nevada Highway Patrol hold a joint press conference in advance of the mobilization. The OTS also includes NHTSA produced and native messaging on social media and other media channels.

Nevada will participate in the 2025 *Click it or Ticket* national mobilization. A continued focus is needed on occupant protection strategies, such as high visibility enforcement that measurably changes behavior. Scheduled dates for supporting media and enforcement will be determined when the FY2025 NHTSA Highway Traffic Safety Events Calendar is published.

The State's planned participation in the Click-it-or Ticket national mobilization will be

accomplished through the OTS Joining Forces program. Joining Forces is an evidence-based traffic safety enforcement program which has been successful in increasing enforcement in all areas. In the fiscal year 2024, 30 agencies participated in this program. Periodic, high-intensity and sustained, HVE efforts are proven countermeasures to changes in driving behavior. The efforts of multiple law enforcement officers in a specific location for a set period of time amplifies the effectiveness of HVE and reduces dangerous driving behaviors, crashes, injuries and fatalities. Additionally, using traffic stops to interdict narcotics, guns and contraband can be an effective crime control strategy as a secondary benefit resulting from HVE. Using data and agency knowledge of high crashes and fatalities to identify high incident locations, OTS engages and funds Nevada law enforcement agencies to conduct HVE events throughout the state. A set calendar of events supporting NHTSA's national campaigns is created and provides law enforcement a focused area for HVE. The annual calendar identifies two events specifically focused on Click-It-or-Ticket.

FFY 25 CIOT Participating Agencies

The following agencies will each participate in two CIOT events through the Joining Forces program as both events are mandatory.

Boulder City Police Department
Carson City Sheriff's Office
City of Las Vegas – DPS
City of Mesquite Police Department
City of North Las Vegas Police Department
Clark County School District
Douglas County Sheriff's Office
Elko County Sheriff's Office
Henderson Police Department
Humboldt County Sheriff's Office
Lander County Sheriff's Office
Las Vegas Metropolitan Police Department
Lincoln County Sheriff's Office
Lyon County Sheriff's Office
Mineral County Sheriff's Office
Nevada State Police-Highway Patrol, NE Command
Nevada State Police – Highway Patrol, NW Command
Nevada State Police – Highway Patrol, Southern Command
Nye County Sheriff's Office
Pershing County Sheriff's Office
Pyramid Lake Tribe Police Department
Reno Police Department
Sparks Police Department
Storey County Sheriff's Office
Washoe County School District Police Department

Washoe County Sheriff's Office
 University Nevada Las Vegas PD
 University Nevada Reno PD
 White Pine County Sheriff's Office

Thirty (30) agencies in total will participate with HVE, saturation patrol to enforce Nevada seatbelt laws.

The following statement is in the Joining Forces Program Guide and all agencies abide by this rule:

NEVER should a *warning* be given for failure to wear a seat belt or use a child safety seat, instead of issuing the citation; nor should a warning be issued instead of a citation for an infraction of the focus area of any event.

(3) Child Restraint Inspection Stations

Nevada has identified the following projects as demonstration of an active network of child passenger safety inspection stations and/or inspection events. As required planned inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

<u>Subrecipient</u>	Inspection	Inspection	Inspection	Events	Events	Events
	<u>Stations</u> <u>Urban</u>	<u>Stations</u> <u>Rural</u>	<u>Stations</u> <u>At-Risk</u>	<u>Urban</u>	<u>Rural</u>	<u>At-Risk</u>
Clark Co Schools	2	0	2	2	0	2
East Valley Family	1	0	1	0	0	0
Foster Kinship	2	0	2	0	0	0
Humboldt General Hospital	0	2	2	0	4	4
Lyon County	0	4	4	0	4	4
Nye Community Coalition	0	2	2	0	4	4
Remsa	1	0	1	11	0	11
Ron Wood Family Resource	0	1	1	0	22	22
The Children's Cabinet	1	2	3	1	1	2
University Medical Center	1	0	1	2	0	2
<u>OTS Internal</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>6</u>	<u>6</u>	<u>12</u>
	9	12	21	22	41	63

(ii)Projects

OP-2025-Clark Co Schools-00004 Clark County School District Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Clark County

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 2

Total Number of planned inspection stations (rural) – 0

Total Number of planned inspection stations (at-risk) – 2

Total Number of events (urban) – 2

Total Number of events (rural) – 0

Total Number of events (at-risk) – 2

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events that serve parents and children in the Clark County School District which has a minority enrollment of 78.0%.

OP-2025-EV Fam-00021 East Valley Family Services Child Passenger Safety

Funding Sources: 405(b)

Budget: \$10,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 1

Total Number of planned inspection stations (rural) – 0

Total Number of planned inspection stations (at-risk) – 1

Total Number of events (urban) – 0

Total Number of events (rural) – 0

Total Number of events (at-risk) – 0

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities.

This project specifically reaches inner-city Latino populations with services provided in Spanish.

OP-2025-Kinship-00009 Foster Kinship Child Passenger Safety

Funding Sources: 405(b)

Budget: \$7,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area and Washoe County

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 2

Total Number of planned inspection stations (rural) – 0

Total Number of planned inspection stations (at-risk) – 2

Total Number of events (urban) – 0

Total Number of events (rural) – 0

Total Number of events (at-risk) – 0

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches foster kinship care providers who ensure children who can't live safely with their parents live with family. Over six percent of children in Nevada are growing up without either parent.

OP-2025-HGHosp-00013 Humboldt General Hospital Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(iv)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Humboldt, Pershing, and Elko counties

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 0

Total Number of planned inspection stations (rural) – 2

Total Number of planned inspection stations (at-risk) – 2

Total Number of events (urban) – 0

Total Number of events (rural) – 4

Total Number of events (at-risk) – 4

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician course, education and community events including outreach to rural tribal, low-income and underserved communities. Hispanic/Latino populations, on average, comprise 26.3% of the identified counties.

OP-2025-Lyon County-00020 Lyon County Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Lyon County

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 0

Total Number of planned inspection stations (rural) – 4

Total Number of planned inspection stations (at-risk) – 4

Total Number of events (urban) – 0

Total Number of events (rural) – 4

Total Number of events (at-risk) – 4

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Lyon County has a minority population of 24.3%.

OP-2025-Nye Comm-00012 Nye Community Coalition Child Passenger Safety

Funding Sources: 405(b)

Budget: \$40,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Nye, Lincoln, Mineral, Esmerelda, White Pine and Eureka counties

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 0

Total Number of planned inspection stations (rural) – 2

Total Number of planned inspection stations (at-risk) – 2

Total Number of events (urban) – 0

Total Number of events (rural) – 4

Total Number of events (at-risk) – 4

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, educational and community events including outreach to rural tribal, low-income and underserved communities. This project performs activities in a massive geographical rural area of the State. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-REMSA-00016 Regional Emergency Medical Services Authority Child Passenger Safety

Funding Sources: 405(b)

Budget: \$42,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Washoe County

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 1

Total Number of planned inspection stations (rural) – 0

Total Number of planned inspection stations (at-risk) – 1

Total Number of events (urban) – 11

Total Number of events (rural) – 0

Total Number of events (at-risk) – 11

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician Course, education and community events including outreach to urban tribal, inner-city low-income families and underserved communities. Washoe County has a Hispanic/Latino population of 26.2%.

OP-2025-RWFRC-00007 Ron Wood Family Resource Center Child Passenger Safety

Funding Sources: 405(b)

Budget: \$20,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Carson City, Douglas and Storey counties

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 0

Total Number of planned inspection stations (rural) – 1

Total Number of planned inspection stations (at-risk) – 1

Total Number of events (urban) – 0

Total Number of events (rural) – 22

Total Number of events (at-risk) – 22

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-The Children's Cabinet, Inc.-00015 The Children's Cabinet Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area, Elko County and Washoe County

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 1

Total Number of planned inspection stations (rural) – 2

Total Number of planned inspection stations (at-risk) – 3

Total Number of events (urban) – 1

Total Number of events (rural) – 1

Total Number of events (at-risk) – 2

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. Minority populations, on average, comprise 28.2% of the identified counties.

OP-2025-University Medical Center/Healthy Living-00014 University Medical Center/Healthy Living Child Passenger Safety

Funding Sources: 405(b)

Budget: \$25,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves Low-Income/Underserved Populations: Yes

Total Number of planned inspection stations (urban) – 1

Total Number of planned inspection stations (rural) – 0

Total Number of planned inspection stations (at-risk) – 1

Total Number of events (urban) – 2

Total Number of events (rural) – 0

Total Number of events (at-risk) – 2

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, education and community events including outreach to inner-city low-income and underserved communities. Clark County has a Hispanic/Latino population of 32.6%.

XX-2025-NVOTS-TBD Program Support Child Passenger Safety

Funding Sources: 405(b)

Budget: \$50,000.00

Subrecipient: Internal

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Statewide

Total Number of planned inspection stations (urban) – 1

Total Number of planned inspection stations (rural) – 1

Total Number of planned inspection stations (at-risk) – 2

Total Number of events (urban) – 6

Total Number of events (rural) – 6

Total Number of events (at-risk) – 12

This project provides funding in support of Occupant Protection activities in communities statewide. Per our PPE plan, special focus on ensuring access to CPS services for tribal populations and remote rural areas, in addition to inner-city low-income families, is supported by this project.

(4) Child Passenger Safety Technicians

Nevada has identified the following projects for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

<u>Subrecipient</u>	<u>Estimate Total Classes</u>	<u>Number Technicians To Be Trained</u>
Clark Co Schools	2	20
East Valley Family	0	0
Foster Kinship	0	2
Humboldt General Hospital	1	10
Lyon County	0	1
Nye Community Coalition	2	20
Remsa	1	10
Ron Wood Family Resource	0	0
The Children's Cabinet	0	4
University Medical Center	2	12
<u>OTS Internal</u>	<u>6</u>	<u>60</u>
	14	139

OP-2025-Clark Co Schools-00004 Clark County School District Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Clark County

Total number of classes – 2

Total number of technicians to be trained – 20

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events that serve parents and children in the Clark County School District which has a minority enrollment of 78.0%.

OP-2025-Kinship-00009 Foster Kinship Child Passenger Safety

Funding Sources: 405(b)

Budget: \$7,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area and Washoe County

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 0

Total number of technicians to be trained – 2

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. This project specifically reaches foster kinship care providers who ensure children who can't live safely with their parents live with family. Over six percent of children in Nevada are growing up without either parent.

OP-2025-HGHosp-00013 Humboldt General Hospital Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(iv)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Humboldt, Pershing, and Elko counties

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 1

Total number of technicians to be trained – 10

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician course, education and community events including outreach to rural tribal, low-income and underserved communities. Hispanic/Latino populations, on average, comprise 26.3% of the identified counties.

OP-2025-Lyon County-00020 Lyon County Child Passenger Safety

Funding Sources: 405(b)

Budget: \$8,500.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Lyon County

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 0

Total number of technicians to be trained – 1

This project provides funding in support of Occupant Protection activities which includes child restraint systems purchases, education and community events including outreach to low-income and underserved communities. Lyon County has a minority population of 24.3%.

OP-2025-Nye Comm-00012 Nye Community Coalition Child Passenger Safety

Funding Sources: 405(b)

Budget: \$40,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Rural communities in Nye, Lincoln, Mineral, Esmerelda, White Pine and Eureka counties

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 2

Total number of technicians to be trained – 20

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, educational and community events including outreach to rural tribal, low-income and underserved communities. This project performs activities in a massive geographical rural area of the State. Minority populations, on average, comprise 16.0% of the identified counties.

OP-2025-REMSA-00016 Regional Emergency Medical Services Authority Child Passenger Safety

Funding Sources: 405(b)

Budget: \$42,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Washoe County

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 1

Total number of technicians to be trained – 10

This project provides funding in support of Occupant Protection activities which includes a Child Passenger Safety Technician Course, education and community events including outreach to urban tribal, inner-city low-income families and underserved communities. Washoe County has a Hispanic/Latino population of 26.2%.

OP-2025-The Children's Cabinet, Inc.-00015 The Children's Cabinet Child Passenger Safety

Funding Sources: 405(b)

Budget: \$15,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area, Elko County and Washoe County

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 0

Total number of technicians to be trained – 4

This project provides funding in support of Occupant Protection activities which includes educational classes, child restraint systems purchases, certification fees to Safe Kids Worldwide and supplies related to child passenger safety activities. Minority populations, on average, comprise 28.2% of the identified counties.

OP-2025-University Medical Center/Healthy Living-00014 University Medical Center/Healthy Living Child Passenger Safety

Funding Sources: 405(b)

Budget: \$25,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves Low-Income/Underserved Populations: Yes

Total number of classes – 2

Total number of technicians to be trained – 12

This project provides funding in support of Occupant Protection activities which includes Child Passenger Safety Technician courses, child restraint systems purchases, education and community events including outreach to inner-city low-income and underserved communities. Clark County has a Hispanic/Latino population of 32.6%.

XX-2025-NVOTS-TBD CPST/I Program Support Child Passenger Safety

Funding Sources: 405(b)

Budget: \$50,000.00

Subrecipient: Internal

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Statewide

Total number of classes – 6

Total number of technicians to be trained – 60

This project provides funding in support of Occupant Protection activities in communities statewide. Per our PPE plan, special focus on ensuring access to CPS services for tribal populations and remote rural areas, in addition to inner-city low-income families, is supported by this project.

NEVADA

Traffic Records Strategic Plan

June 13, 2024

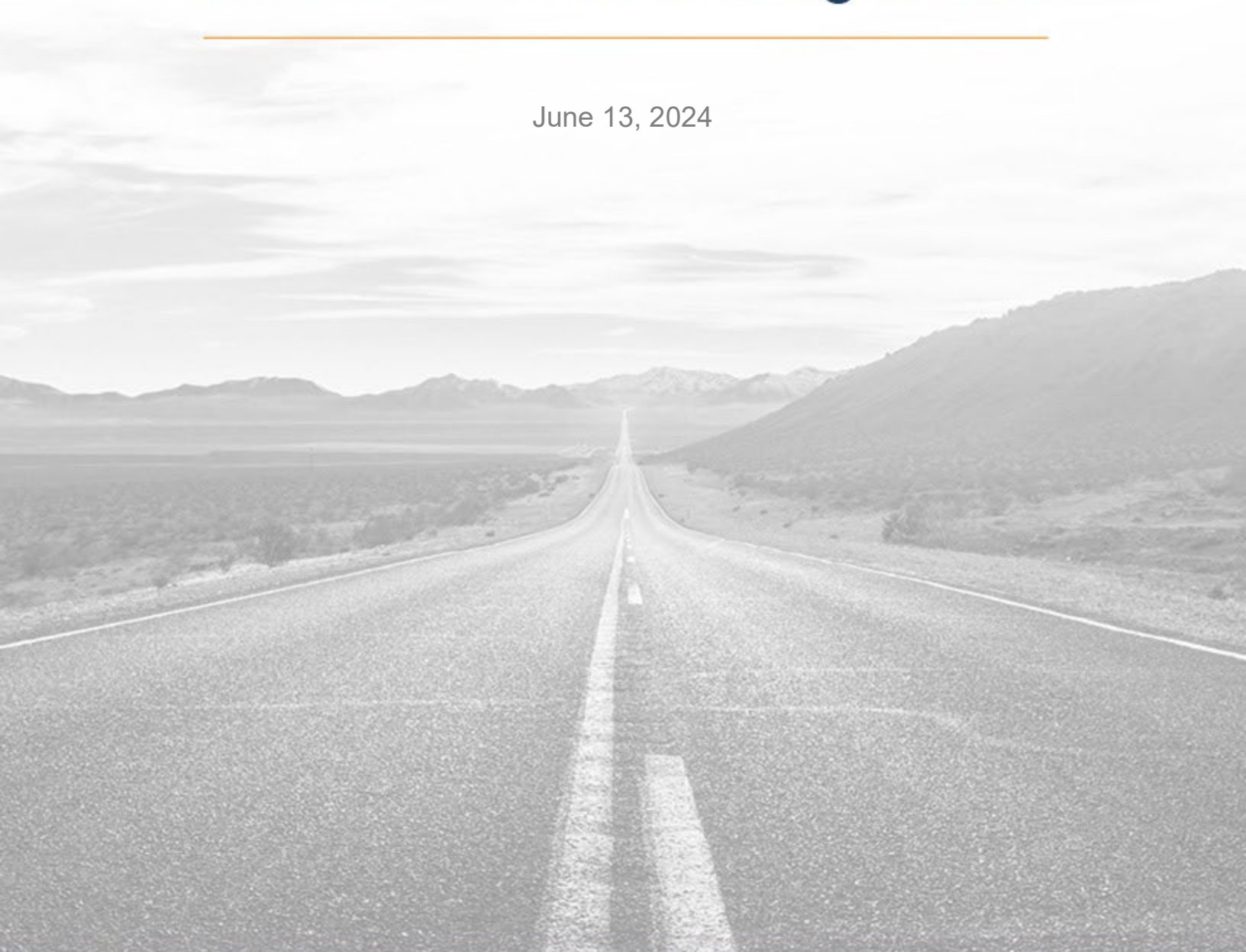


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Acknowledgments

The completion of the TRCC Strategic Plan would not be possible without the contributions of the dedicated multi-disciplinary stakeholders. Thank you for your dedication to traffic record system improvements and the vision of the strategic plan.

Nevada Department of Public Safety – Office of Traffic Safety

Kevin Tice, Traffic Records Manager
Amy Davey, Administrator/Highway Safety Director
Pete Vander Aa, Deputy Administrator

Nevada Department of Transportation

Casey Smith, Assistant Chief, Roadway Systems
Lacey Tisler, Chief, Traffic Safety Engineering
Matthew Williams, Transportation Analyst, Traffic Safety Engineering

Key Traffic Records Partners

Shashi Nambisan, Professor, University of Nevada Las Vegas (UNLV) Transportation Research Center
Noe Antolin, Grants and Research Director, Kirk Kerkorian School of Medicine at UNLV,
Brenda Witt, Manager I, Central Services Division, Nevada Department of Motor Vehicles (DMV)
Kevin Honea, Major, Nevada State Police (NHP)
Karl Nieberlein, Project Manager, Enforcement Mobile, Tyler Technologies
Mike Colety, Kimley-Horn
Lindsay Saner, Kimley-Horn
Anabel Hernandez, Kimley-Horn

1. Introduction

1.1 Background of the Traffic Records Strategic Plan

Traffic records are a key component in the effort to improve the safety of a state's transportation system by allowing for the analysis of crash data to support the identification, deployment, and evaluation of traffic safety countermeasures.

Per 23 CFR 1300.22 State Traffic Safety Information System Improvements Grants, states shall submit a Traffic Records Strategic Plan, approved by the Traffic Records Coordinating Committee (TRCC) to qualify for Section 405c funding, that:

- Describes specific, quantifiable, and measurable improvements that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment.
- Identifies which recommendations the State intends to address in the fiscal year, the projects in the Highway Safety Plan (HSP) that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.
- Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.
- Demonstrates a quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core database by providing written performance measures in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes.

The strategic plan development process began with defining needs and establishing the vision and mission. Goals, objectives, and potential projects were developed based on the needs, vision and mission. Prioritized projects were incorporated into the plan, including performance measures and funding. The strategic planning process is illustrated in **Figure 1**.

Figure 1. Strategic Planning Process



1.2 Organization of the Traffic Records Strategic Plan

The Traffic Records Strategic Plan is organized into the following six sections:

Traffic Records System Overview

This section provides a brief overview of each of the state traffic records systems (e.g., crash system) and includes any details regarding their integration with other data sets.

TRCC Background

This section covers Nevada's TRCC's history, governance, and membership.

Traffic Records Strategic Approach

This section covers the needs, vision, mission, and goals for Nevada's traffic records system. This section details the recommendations from the 2021 Traffic Records Assessment and Nevada's updated planned responses. Statewide data quality performance measures are also included.

Traffic Records Projects

This section describes the project prioritization process and provides information on all projects included in the Traffic Records Strategic Plan. A summary template is provided for each statewide goal that displays corresponding objectives, projects, and recommendations.

Data Quality Management

This section provides an overview of the statewide performance measures and metrics that the TRCC will use to monitor data quality improvement. A table is included to display the relationship between the data quality attributes and core data systems with established performance measures, metrics, goals, and objectives.

Commitment to the Strategic Plan

This section describes Nevada's commitment to the Traffic Records Strategic Plan and describes the processes used to implement the plan.

2. Traffic Records System Overview

The Traffic Records System includes the following six primary data components:

1. Crash (C)
2. Driver (D)
3. Vehicle (V)
4. Roadway (R)
5. Citation/Adjudication (C/A)
6. Injury Surveillance (I)

The following subsections provide contact information and an overview of these data components.

2.1 Crash

Nevada Department of Transportation

Contact: Matt Williams, Transportation Analyst, Traffic Safety Engineering Division

NDOT manages the Nevada crash records database. The data includes crash level information from all law enforcement agencies across the state, to include scene and roadway information, driver and person information, and vehicle information.

2.2 Driver

Nevada Department of Motor Vehicles

Contact: Brenda Witt, Manager I, Central Services Division

The Nevada DMV maintains the driver database for the state.

2.3 Vehicle

Nevada Department of Motor Vehicles

Contact: Natasha LaVelle, Services Technician 4, Central Services Division

The Nevada DMV maintains the vehicle database for the state.

2.4 Roadway

Nevada Department of Transportation

Contact: Casey Smith, Assistant Chief, Roadway Systems

Check website (NDOT)

At the State level, NDOT Roadway Systems is responsible for the maintenance of the road inventory, administration of the milepost program, and collection of roadway images.

2.5 Citation/Adjudication

Office of Traffic Safety/Administrative Office of the Courts

Contact: Kevin Tice, Traffic Records Program Manager, Office of Traffic Safety

Contact: Amber Putz, Administrative Office of the Courts

Citation data is collected through the Enforcement Mobile (Brazos) Software, which is deployed to all law enforcement agencies in the state and managed by the Office of Traffic Safety.

Adjudication data is the responsibility of the Administrative Office of the Courts (AOC).

2.6 Injury Surveillance

Kerkorian School of Medicine at UNLV

Contact: Noe Antolin, Grants and Research Director

The injury surveillance system tracks the frequency, severity, and nature of injuries sustained in motor vehicle crashes; enables the integration of injury data with the crash data; and makes this information available for analysis that supports research, prevention, problem identification, policy-level decision-making, and efficient resource allocation.

Road user trauma registry data is provided by Nevada's four (4) American College of Surgeons (ACS) approved trauma centers. Trauma data includes hospital outcomes (e.g., injury severity, length of stay, hospital charges, disposition, etc.) for individuals injured on roads and admitted to a Nevada trauma center.

Emergency Medical Services data in Nevada is included in the National Emergency Medical Services Information System (NEMSIS) national database. Nevada's Department of Health and Human Services Department (DHHS) is the owner of the data.

Nevada statewide hospital discharge data for individuals injured as a road user is provided by UNLV's Center for Health Information Analysis. This data set includes road users admitted for trauma, emergency medicine, elective services, and urgent care treatment in Nevada.

3. TRCC Background

3.1 TRCC Governance

Traffic Records Committee Structure:

The Traffic Records Committee is established with a Technical Level, referred to as the Traffic Records Coordinating Committee (TRCC).

Traffic Records Coordinating Committee Authority:

The Traffic Records Coordinating Committee is established by the TRCC Charter and By-laws (included as an appendix to this document). By-laws can be changed by the membership of the TRCC. Any changes, additions or deletions to the By-laws must be presented in writing to all current TRCC members a minimum of seven (7) days before voting is scheduled. Changes, additions or deletions to the By-laws must be approved by two-thirds (2/3) of the voting members present.

- The TRCC's primary authority is to complete projects for the integration and enhancement of the Highway Safety Information Systems in Nevada.
- Each member of the TRCC shall serve at the discretion of their respective agency.
- Members shall receive no compensation, other than that received in the performance of their assigned duties.
- The TRCC shall elect a chair and vice-chair.
- The chair shall serve for a period of two years, with election in even number years. In the event the position is vacant, election will occur during the next TRCC meeting.
- The vice-chair shall serve for a period of two years and will be elected in odd number years. In the event the position is vacant, election will occur during the next TRCC meeting.
- Elections shall be held annually at the regular TRCC meeting scheduled prior to and closest to the month of June, with the office holder chosen by a majority vote of the TRCC member agencies present at the meeting, and the office assumed on July 1.
- The chair shall be responsible for calling meetings of the committee, notifying members, preparing and posting meeting agendas, and maintaining meeting records.
- The chair shall speak for and on behalf of committee and committee members on all inquiries presented to the committee and committee members on matters relating to committee business.
- The chair shall disseminate information on Highway Safety Information Systems to all members of the committee.
- The Department of Public Safety – Office of Traffic Safety Traffic Records Program Manager shall provide staff support to the chair and the TRCC and serve as TRCC coordinator unless this effort is designated to a consultant.

3.2 TRCC Membership

The TRCC has an active, multidisciplinary membership that includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement, adjudication officials, public health, emergency medical service, injury control, driver licensing, and motor carrier agencies and organizations. A vendor or contractor providing services to a TRCC member agency is disqualified from being a member of the TRCC. A TRCC member agency receiving a grant from the Office of Traffic Safety, Department of Transportation or other public entity does not qualify as a “vendor” for purposes of membership.

The Nevada Traffic Records Coordinating Committee (TRCC) membership is comprised of owners, operators, collectors, and users of Nevada’s six traffic records data systems as shown in **Table 1**. At least one member represents each of the following core safety databases: (C) Crash; (D) Driver; (V) Vehicle; (R) Roadway; (C/A) Citation/Adjudication; and (I) Injury Surveillance System.

Subcommittees

Enforcement Mobile (formerly Brazos) Working Group

Table 1. TRCC Membership

Name	Title	Agency	System
Kevin Tice	Traffic Records Program Manager	DPS-OTS	C, C/A
Matt Williams	Transportation Analyst	NDOT	C, R
Brenda Witt	Manager	DMV	D, V
Casey Smith	Assistant Chief	NDOT	C, R
Amber Putz	Court Clerk	Administrative Office of the Courts	C/A
Noehealani Antolin	Grants and Research Director	UNLV	C, I
Adam Anderson	FARS Analyst	DPS-OTS	C
Cristian Arteaga Sanchez	Postdoctoral Scholar	University of Nevada Las Vegas	C/A
Sergio Avila	Public Relations Specialist	AAA Nevada	C
Kyle Bacon	Video/LiDAR & Field Services Manager	NDOT	C, R
Juan Balbuena-Merle	Safety, Operations & ITS Engineer	FHWA	C, R
Andrew Bennett	Director	Clark County Office of Traffic Safety	C, C/A
Adam Blount	Officer	Reno Police Department	C, C/A
Mike Bologlu	EMS Representative II	Nevada Division of Public and Behavioral Health	I
Amanda Brandenburg	Vulnerable Road User Program Manager	DPS-OTS	C
Erin Breen	Director, Road Equity Alliance Project	UNLV Transportation Research Center	C
Sheri Brueggemann	Deputy Director	DPS-OTS	C
Shannon Bryant	Deputy D.A. 4 and Nevada Traffic Safety Resource Prosecutor	Washoe County District Attorney's Office	C, C/A
Matt Cambron	Motorcycle Safety (Las Vegas)	DPS-OTS	C
Mike Colety	Project Manager	Kimley-Horn	C, R
Seth Daniels	Assistant Chief Traffic Operations Engineer	NDOT	C
Amy Davey	Division Administrator/Highway Safety Coordinator	DPS-OTS	C
Alison Day	DMV Services Technician	DMV	D, V
Delora Early	DMV Services Technician	DMV	D, V
Dawn Emmons	DMV Services Supervisor	DMV	D, V
Mohammad Farhan	Principal Transportation Planner	RTC of Southern Nevada	C, R
Gina Featherstone	Certified Health Education Specialist	Reno Sparks Indian Colony	I
Joseph (Pat) Gallagher	Project Manager	Parsons	C/A

NEVADA TRAFFIC RECORDS STRATEGIC PLAN

Table 1. TRCC Membership (Continued)

Name	Title	Agency	System
Kimberly Goodwin	Assistant Chief Traffic Safety Engineer	NDOT	C, R
Patrick Grimes	CFO & COO	The National Judicial College	C/A
Danielle Hafeman	Ignition Interlock Program Coordinator	DPS-OTS	C
Brenda Hahn	Regional Program Manager	National Highway Traffic Safety Administration (NHTSA)	C, R
Todd Hartline	Law Enforcement Liaison	DPS-OTS	C/A
Victoria Hauan	Administrator	Nevada Department of Public Safety Office of Criminal Justice	C/A
Anabel Hernandez	Project Engineer	Kimley-Horn	C, R
Kevin Honea	Major	Nevada Department of Public Safety Highway Patrol	C/A
Rob Honea	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety	C/A
Hans Jessup	Research and Statistics Coordinator	Supreme Court of Nevada	C/A
Baillie Keach	Professional Engineer	Nevada Department of Transportation	C, R
Michael Kendrick	Traffic Officer	Las Vegas Metropolitan Police Department	C/A
Carrie Krupp	Joining Forces Program Manager	DPS-OTS	C
Dr. Deborah Kuhls	Professor	Kirk Kerkorian School of Medicine at UNLV	C, I
Natasha LaVelle	DMV Services Technician	DMV	D, V
Rachel Marchetti	NTR and ESAR-VHP Manager	Department of Health and Human Services	I
Judith Mata	Child Passenger Safety/Outreach Coordinator	DPS-OTS	C
Meg Matta	Impaired Driving Program Manager	DPS-OTS	C
Bertille Mavegam Tango	Project Manager	UNLV	I
Justin McDonald	Motorcycle Program Administrator	DPS-OTS	C
Michael Montero	Nevada Judicial Outreach Liaison	Sixth Judicial District Court	C/A
Johnean Morrison	Occupant Protection Program Manager	DPS-OTS	C
Kara Mueller	Regional Program Manager Region 8	NHTSA	C, R
Shashi Nambisan	Director, Transportation Research Center	UNLV Transportation Research Center	C, C/A, R
Nick Nordyke	Zero Teen Fatalities Program Manager	DPS-OTS	C, R
Jay Park	Assistant Professor	UNLV	C
J Patton	Lieutenant	City of Sparks Police Department	C/A
Anita Pepper	Public Information Officer	DPS-OTS	C
Jose Perez	Admin Sergeant	Fallon Police Department	C/A
Bill Porter	Database Programmer	Kirk Kerkorian School of Medicine at UNLV	I

Table 1. TRCC Membership (Continued)

Name	Title	Agency	System
Doreen Rigsby	CPM Manager II	DMV	D, V
John Riley	Sergeant	Fallon Police Department	C/A
Sean Robinson	Assistant City Traffic Engineer	City of Las Vegas	C, R
Susan Robinson	Director of Advancement	The National Judicial College	C/A
Lindsay Saner	Project Engineer	Kimley-Horn	C, R
Casey Smith	Roadway Systems Assistant Chief	NDOT	C, R
Doreen Rigsby	CPM Manager II	DMV	D, V
John Riley	Sergeant	Fallon Police Department	C/A
Kim Smith	Public Information Officer	DPS-OTS	C
Scott Swain	Law Enforcement Liaison	DPS-OTS	C/A
Genevieve Swain	Nevada eGrants System Project Coordinator	DPS-OTS	C
Jodi Swirczek	Transportation Planner/Analyst	NDOT	C, R
Shara Thiesen	Transportation Planner/Analyst	NDOT	C, R
Lacey Tisler	Chief Traffic Safety Engineering	NDOT	C, R
Peter Vander Aa	Deputy Division Administrator	DPS-OTS	C
Ron Wenger	Captain	Fallon Police Department	C/A
Timber Wood	Associate Engineer-	NDOT	C, R
Hao Xu	Associate Professor	University of Nevada Reno	C, R

4. Traffic Records Strategic Approach

The Traffic Records Strategic Plan supports a formal approach for system improvements for Nevada's Traffic Records by identifying goals, objectives, and projects to implement the recommendations from the 2021 State of Nevada Traffic Records Assessment.

This section includes the vision, mission, goals, and objectives for the Traffic Records Strategic Plan.

Traffic Records Strategic Plan Vision

Traffic safety professionals use linked traffic safety data to pinpoint specific traffic safety issues and associated strategies to eliminate all fatal and serious injuries on Nevada's roadways.

Traffic Records Strategic Plan Mission

To improve the use of relevant traffic records in support of the strategic implementation of traffic safety strategies for the elimination of deaths and serious injuries on Nevada's roadways so everyone arrives home safely.

Traffic Records Strategic Plan Goals

In support of Nevada's Strategic Highway Safety Plan (SHSP) and the HSP, this strategic plan specifies how Nevada's traffic safety partners will improve the six primary data quality attributes (Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility) for the six primary data components (Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance) in order to more effectively target strategies that reduce serious injuries and traffic fatalities towards Nevada's Zero Fatalities Goal.

The Traffic Records Strategic Plan Goals and Objectives are as follows:

- For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile system.
 - Objective: Increase the number of agencies using e-crash and/or e-citation.
 - Objective: Increase the percent of crash records that include race/ethnicity, if arrested, and if searched what was found.
- To improve the quality of data within the Crash Data System.
 - Objective: Improve the uniformity of the Crash Data System.
- For crash data to be effectively used for data-driven decisions.
 - Objective: Improve the timeliness of the Crash Data System.
 - Objective: Improve the accuracy of the geolocation of the crash data.
- For crash data to be able to be analyzed using linked Roadway Data.
 - Objective: Increase the number of Data Elements in the Roadway Data File.
- For trauma data to be able to be linked to crash data and analyzed to support safety initiatives.
 - Objective: Increase the linkage of trauma records that are linked to crash records.
- To improve the availability and use of citation and adjudication data.
 - Objective: Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data.

2021 Traffic Records Assessment Recommendations

The 2021 Traffic Records Self-Assessment resulted in recommendations for the following categories:

- Crash Data System
- Driver Data System
- Vehicle Data System
- Roadway Data System
- Citation/Adjudication
- Injury Surveillance

The list of all recommendations from the 2021 Assessment for Nevada and whether the recommendation is planned to be addressed this year or not is shown below. There is additional information regarding each recommendation following the list.

	Does State Intend to Address?
Crash Recommendations	
1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
Driver Recommendations	
1. Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
2. Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
Vehicle Recommendations	
1. Improve the procedures/process flows for the vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
2. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Not in this fiscal year
Roadway Recommendations	
1. Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes
2. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Yes

Citation and Adjudication Recommendations

- | | |
|--|-------------------------|
| 1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |
| 2. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Not in this fiscal year |
| 3. Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |
| 4. Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |

Injury Surveillance Recommendations

- | | |
|--|-----|
| 1. Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |
| 2. Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |
| 3. Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |

Data Use & Integration Recommendations

- | | |
|--|-----|
| 1. Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. | Yes |
|--|-----|

The recommendations, status, and supporting activities are provided in the following subsections.

Crash Data System Recommendations from 2021 Assessment

-
1. Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

NDOT and OTS are leading numerous projects to improve the interfaces with the Crash Data System with the primary focus of increasing the number of agencies using the Enforcement Mobile system, improving the completeness of geolocation data for crashes and the timeliness of getting the crashes into the database.

Supporting Activities

Project Title or Activity Description: Tyler Technologies Enforcement Mobile Software System, which will continue the maintenance of the Enforcement Mobile system and expand capabilities including improving geolocation capabilities within the electronic reporting system by law enforcement officers and updating Form 5 to meet the Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition.

Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description: Enforcement Mobile (Brazos) Interface and Equipment, which provides support to partner agencies on the use of the Crash Data System.

Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description: Additional Tablets and Wireless Printers

Included in Highway Safety Plan: Yes, Project ID: TBD

2. Improve the data quality control program for the Crash Data System that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

NDOT and OTS are leading numerous projects to improve the data quality within the crash data system.

Supporting Activities

Project Title or Activity Description: Provide training of law enforcement officers on crash investigation and data entry.

Included in Highway Safety Plan: Yes, Project ID: TBD

Project Title or Activity Description: Research best practices for improving the completeness and/or accuracy of crash data.

Included in Highway Safety Plan: Yes, Project ID: TBD

Driver Data System Recommendations from 2021 Assessment

1. Improve the data dictionary for the Driver Data System that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

2. Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the Crash, Roadway, and Injury Surveillance Systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

Vehicle Data System Recommendations from 2021 Assessment

1. Improve the procedures/process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

2. Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

Roadway Data System Recommendations from 2021 Assessment

1. Improve the procedures/process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

NDOT has made progress on improving the roadway data system to include more MIRE elements.

Supporting Activities

Project Title or Activity Description: NDOT Roadway Systems MIRE Data Collection, which is an ongoing effort by NDOT's Roadway Systems and Traffic Safety Engineering Sections. Included in Highway Safety Plan: No (NDOT funded)

2. Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this data quality control program for the Roadway data system are the same as for Roadway data system recommendation number 1.

Citation and Adjudication Systems Recommendations from 2021 Assessment

1. Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

OTS is leading the efforts to improve the interfaces with the citation data system with the primary focus of improving the availability of citation and adjudication data.

Supporting Activities

Project Title or Activity Description: Tyler Technologies Enforcement Mobile (Brazos) Software System, which will continue the maintenance of the Enforcement Mobile system and expand capabilities of the system related to citations.

Included in Highway Safety Plan: Yes, Project ID: TBD

2. Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

This recommendation is not planned to be addressed this fiscal year due to the current goals and objectives that are focused on improving the crash data, roadway, and injury surveillance systems. There are current activities to improve coordination with the DMV and put Nevada in position to address this recommendation in the future.

3. Improve the procedures/process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

OTS is leading the efforts to improve the procedures/process flows for the Citation and Adjudication systems.

Supporting Activities

Project Title or Activity Description: Complete a review of best practices and provide recommendations to integrate adjudication, citation, and enforcement data sets aimed to enhance safety of road users.

Included in Highway Safety Plan: Yes, Project ID: TS-2025-UNLV-78

4. Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations numbers one and three.

Injury Surveillance System Recommendations from 2021 Assessment

1. Improve the description and contents of the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

NDOT is leading the effort to improve the roadway data system through a contract with the University of Nevada, Las Vegas School of Medicine.

Supporting Activities

Project Title or Activity Description: UNLV Nevada Road Users Linked Database Research, which includes efforts to improve the linkage of trauma data with crash data and to complete data analysis supporting traffic safety in Nevada.

Included in Highway Safety Plan: No (NDOT funded)

2. Improve the interfaces with the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations number one.

3. Improve the data quality control program for the Injury Surveillance systems that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

The status and supporting activities for this recommendation are the same as those described for recommendations number one.

Data Use and Integration Recommendations from 2021 Assessment

1. Improve the traffic records systems capacity to integrate data that reflect best practice identified in the Traffic Records Program Assessment Advisory.

Status

NDOT is leading efforts to improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Supporting Activities

Project Title or Activity Description: NDOT IT Traffic Records Database Assessment, which evaluates options to integrate data in a common database.

Included in Highway Safety Plan: No (NDOT funded)

4.1 Demonstrated Quantitative Improvement

This section demonstrates the annual progress for at least one of the data quality performance areas (timeliness, accuracy, completeness, uniformity, integration, accessibility). The performance measure highlighted in this section covers completeness as it relates to the percentage of crash records that include race/ethnicity. The following table describes the performance measure addressing the quantitative progress requirement made from the base period (12 months) to the progress period (12 months).

Performance Measure 1: Traffic Records Core Database Improvement

Core Traffic Records Systems	
<input type="checkbox"/> Crash <input type="checkbox"/> Driver <input type="checkbox"/> Vehicle <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Citation/Adjudication <input type="checkbox"/> Injury Surveillance	
Data Quality Performance Attributes	
<input type="checkbox"/> Timeliness <input type="checkbox"/> Accuracy <input checked="" type="checkbox"/> Completeness <input type="checkbox"/> Uniformity <input type="checkbox"/> Data Integration <input type="checkbox"/> Accessibility	
Performance Measure to Track Improvement	
Percentage of crash records that include race/ ethnicity.	
Performance Measure Improvement Achieved	
Nevada utilizes a single citation and crash database, accessed by all law enforcement agencies, to issue, investigate, collect, and report citation and crash data. As of January 1, 2023, race and ethnicity are collected for traffic stops. An increase of 0.91% was achieved in the collection of valid race information for crash records and a 0.07% increase was achieved in the collection of valid ethnicity information for crash records.	
Measurement Technique	
The number and percent increase of citations recorded in Enforcement Mobile with a valid race and ethnicity category by LVMPD.	
Date and Values for Progress Achievement	
Baseline Period April 1, 2022 – March 31, 2023	Progress Period April 1, 2023 – March 31, 2024
Number of citations with valid race: 402,196 (99.02%)	Number of citations with valid race: 391,117 (99.92%) – 0.91% increase
Number of citations with valid ethnicity: 402,085 (99.00%)	Number of citations with valid ethnicity: 390,746 (99.07%) – 0.07% increase

4.2 MIRE Fundamental Data Element Collection

To comply with 23 CFR Part 924.11, Nevada continues to track collection of MIRE Fundamental Data Elements (FDEs) and is on track to provide access to the MIRE FDEs for all public roads by September 30, 2026. The percentage of MIRE FDEs collected, and a summary of planned improvements are provided in the following sections.

4.2.1 MIRE Fundamental Data Elements Collected

The percentage of MIRE FDE that Nevada has collected is documented in the Highway Safety Improvement Program (HSIP) Annual Report. The latest percentages are included in the table below.

67% Total Percent of MIRE FDE Collected
80% Segment FDE Collected (Lacking # of through lanes, AADT and surface type for Locals.)
30% Intersection FDE Collected (Lacking intersection/junction geometry and traffic control.)
90% Interchange FDE Collected (Need clarification on roadway type at beginning and end of ramp terminal.)

4.2.2 Anticipated Improvements

Recently completed actions include mapping subsequent overlap between HPMS and MIRE data elements, participation in Federal Highway Administration FDEs mapping report, the investigation of database management system to create a MIRE repository, and the collection and identification of safety gaps not addressed by MIRE, State, or Federal guidance.

4.2.3 Data Collection Methodology

Data extraction from the Road Video Lidar system is underway, and once completed, data will be utilized in safety tools and/or other tools. Data evaluation shall include HSIP quality control, ensuring the accuracy of safety data.

4.2.4 Agency Coordination

The collection of MIRE FDE has been an NDOT effort.

5. Traffic Records Projects

5.1 2025 Traffic Records Project Prioritization

Projects for traffic records were solicited as part of the OTS request for grants that was issued in January 2024 and then reviewed by a multi-agency review committee. The review committee reviewed projects against the goals and objectives of the TRCC and graded proposed projects for 405c funding based on the following criteria:

Problem Identification

- Local data supports the identified traffic safety problem

- The chosen countermeasures clearly improve the identified problem
- Describes what is causing the problem

Project Goals

- Goals are realistic toward solving the problem
- Goals relative to the problem ID
- Goals coincide with traffic safety priorities

Project Objectives

- Objectives, targets and performance measures directly address the identified problem
- Objectives are specific, measurable and achievable
- Sufficient time allocated to achieve each objective
- Self-sustainability is addressed

Project Activities

- Demonstrates proven prevention/intervention strategies
- Timelines are adequately addressed and reasonable
- Activities are adequate & tied to objectives

Project Evaluation

- Indicates realistic methods of measuring progress towards each objective
- Indicates realistic method of measuring progress of each activity
- Indicates by whom and when evaluation will be performed
- Includes baseline data to indicate progress

Budget

- Adequate budget detail is provided
- Proposed budget seems realistic for project scope
- Budget includes adequate matching funds and source

Other

- Application proposes coordination with other agencies

5.2 Traffic Records System Improvement Project Listing

This section outlines the traffic records system improvement projects that are recommended for support. Projects are presented in **Table 2**.

Table 2. Traffic Records Improvement Project Listing

Project Title	Statewide Goal(s)	Lead Agency	Anticipated Funding Source
Enforcement Mobile (Brazos) Working Group	To improve the quality of data within the Crash Data System	OTS	405c
Enforcement Mobile Interface and Equipment	For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile system	OTS	405c
Tyler Technologies Enforcement Mobile Software System	For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile system	OTS	NDOT
Research to Improve Crash Data Quality with AI Technology	To improve the quality of data within the Crash Data System with the use of artificial intelligence (AI) technology	OTS	405c
TRCC Integration	For crash data to be effectively used for data-driven decisions	OTS	405c
Nevada State Health Trauma Registry	To improve access to trauma registry data in coordination with UNLV School of Medicine.	OTS	405c
Research Citation and Adjudication Best Practices	Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data	NDOT	NDOT
NDOT MIRE Data Improvements	Increase the number of MIRE Fundamental Data Elements in the Roadway Data File	NDOT	NDOT
UNLV STOP Grant	Statistical Transparency of Policing, analyzing race and ethnicity from traffic citations	OTS	1906
UNLV Nevada Road Users Linked Database System	For trauma data to be able to be linked to crash data and analyzed to support safety initiatives	NDOT and UNLV School of Medicine	NDOT

6. Data Quality Management

This section outlines the statewide performance measures and metrics that the TRCC will use to monitor data quality improvement projects. Performance measures for tracking proposed projects are presented in **Table 3**.

Table 3. Performance Measures Summary – Under Development and Review

Goal	Objective(s)	Performance Measure(s)	Data Quality	Data System	Baseline Metric	Progress Metric
For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile system	Increase the number of agencies using e-crash and/or e-citation	Number of agencies added to e-crash and/or e-citation	Completeness	Crash and Citation/Adjudication	0	1
For all agencies in Nevada that issue crashes and citations to effectively use electronic collection and reporting in the Enforcement Mobile system	Increase the percent of crash records that include race/ethnicity, if arrested, and if searched what was found	Percentage of crash records that include race/ethnicity	Completeness	Crash and Citation/Adjudication	90	99
To improve the quality of data within the Crash Data System	Improve the uniformity of the Crash Data System	Complete research study	Uniformity	Crash	0	1
For crash data to be effectively used for data-driven decisions	Improve the timeliness of the Crash Data System (days)	Traffic Records Crash Timeliness Median Days	Timeliness	Crash	Greater than 12	4
For crash data to be effectively used for data-driven decisions	Improve the completeness of the geolocation of the crash data	Percentage of geolocated crash data within the Enforcement Mobile system	Completeness	Crash	Less than 80	80
For crash data to be effectively used for data-driven decisions	Improve the completeness of the geolocation of the crash data	Percentage of geolocated crash data within the NDOT Crash Database	Completeness	Crash	Less than 90	95
For crash data to be able to be analyzed using linked Roadway Data	Increase the collection of MIRE Fundamental Data Element data in the Roadway Data File	Percentage of segments with all MIRE FDEs	Completeness	Roadway	15	99
For crash data to be able to be analyzed using linked Roadway Data	Increase the number of MIRE Fundamental Data Elements in the Roadway Data File	Percentage of intersections with all MIRE FDEs	Completeness	Roadway	20	95
For traffic records data to be able to be analyzed to identify the location of risky road user behaviors so preventative measures can be taken	Evaluate the use of new data sources to identify the location of risky road user behavior	Completed study	Completeness	Roadway	0	1
For trauma data to be able to be linked to crash data and analyzed to support safety initiatives	Increase the linkage of trauma records that are linked to crash records	The percentage of appropriate records in the trauma database that are linked to the crash file	Integration	Injury Surveillance	63	64
To improve the availability and use of citation and adjudication data	Determine best practices to apply in Nevada to improve the availability and use of citation and adjudication data	Completed study	Completeness	Citation/Adjudication	0	1

7. Commitment to the Strategic Plan

7.1 Traffic Records Strategic Plan Implementation

Nevada is committed to implementing the Traffic Records Strategic Plan. The TRCC will monitor, track, and evaluate the implementation of the plan. The TRCC meets a minimum of quarterly and uses an online action tracking tool accessible by the TRCC Chair, Vice Chair, and action leads to monitor, track, and evaluate implementation of the plan.



NEVADA OFFICE OF TRAFFIC SAFETY

Impaired Driving Program Plan





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Appendix

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

Appendix B – Impaired Driving Task Force Roster

Appendix C – Nevada Transportation Board





1. Executive Summary

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

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

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

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



2. Data Driven Problem Identification

The OTS’s Impaired Driving Program supports and equips law enforcement, enabling them to remove high numbers of impaired drivers from the roads while Nevada’s laws place increasing penalties on each successive driving under the influence (DUI) arrest. Yet, we understand that Nevada can neither arrest nor penalize the way out of the problem. Recent studies show that a first time DUI is a predictor for future recidivism. This is because DUI offenders are shown to have as many as 100 previous offenses. Nevada therefore looks to more strategies to combat impaired driving that can get nearer to the root causes of the behavior; strategies intended to both change the social norms around impairment and to provide access to evidence-based early interventions.

Nevada made positive strides toward lowering the number of alcohol impaired driving fatalities during the years from 2017 to 2020. But according to the Nevada Fatality Analysis Reporting System (FARS) data seen in **Table 1** below, in 2021 alcohol impaired fatalities jumped 33 percent. Impaired driving currently makes up about 43 percent of the five-year total crash fatalities in Nevada. This problem is compounded by the fact that, according to the Centers for Disease Control and Prevention, Nevada ranks among the top 10 states with the highest alcohol use rates. In the Las Vegas metropolitan area, 25.6 percent of residents reported binge drinking in a National Survey on Drug Use and Health Report, nearly two points higher than the national average of 23.2 percent. Nevada’s tourist and casino culture contributes heavily to the problem; the gaming industry provides alcohol 24 hours a day, seven days a week, and casino patrons are often times served alcohol at no cost.

Table 1: Substance Involved Fatal Crashes

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

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





of Nevada \$3.1 billion or \$2.01 per drink in 2022 according to the Centers for Disease Control and Prevention (CDC).

In 2021, according to Nevada’s Criminal History Repository, 13,265 drivers were arrested for DUI and 86 percent were first time offenders (see **Table 2**). Nevada has shown a slight decrease in the number of arrests for DUI over the past five years. The arrest data provides an important baseline because the numbers are immediately collected and have very little deviation, and accuracy rests on the reliable skills and discernment of law enforcement as they conduct preliminary roadside testing to determine impairment. However, what happens to an arrest as it progresses through the system is difficult to track. In **Table 2** below, first through third offense numbers do not add up to total convictions. This is because each number is a snapshot in time and does not relate to the other numbers in the same column. The criminal history reports constantly change as additional dispositions or charges are sealed. Cases with deferred judgement frequently take a couple years to complete and report. Regardless, we have little transparency on what happens to a DUI case as it progresses through the legal system. Effective outcomes can rest on the strength of the case and the capacity of the District Attorney’s offices. Indications are that a substantial number of those arrests end up getting pled down. The goal is to create a mechanism for tracking pleas to gain more transparency in the process.

Table 2: 2018-2022 DUI Offenses

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

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



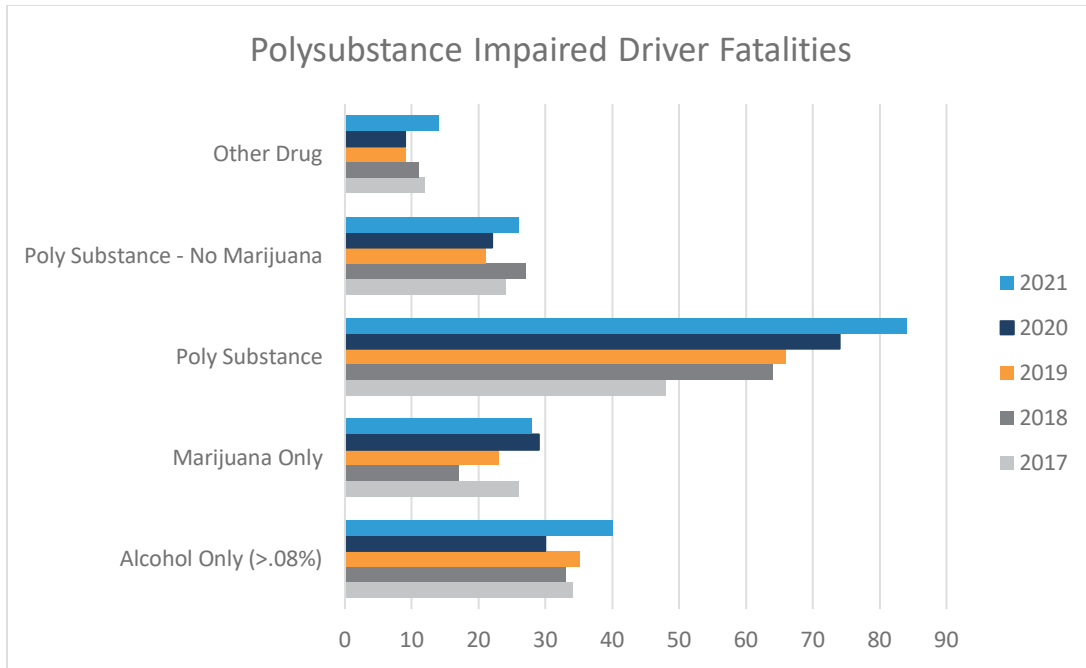


Figure 1 *Polysubstance Impaired Driver Fatalities*

The data in **Figure 1** above shows the steady increase in fatalities caused by polysubstance with marijuana between 2017 and 2021. This becomes a greater concern when it is understood that until 2020, a large percentage of toxicology testing for impairment in Nevada did not look for drugs if a .08 BAC was discovered first. Therefore, results for all categories other than Alcohol Only are substantially understated. **Figure 1** clearly illustrates the growing trend away from what we have traditionally understood as “drunk driving” to a future of increasing encounters with a wide assortment of drug impairment. While technology is making great strides to catch up with helping to identify what drug impairment is, our laws and strategies still lag behind. The United States is experiencing a behavioral and mental health epidemic. People without access to treatment will self-medicate on everything from over-the-counter medications, to legalized substances, to illicit street drugs. According to the 2021 National Survey on Drug Use and Health (NSDUH), in 2021, 13.5 million people aged 16 or older drove under the influence of alcohol in the past year and 11.7 million drove under the influence of selected illicit drugs, including marijuana. Combining alcohol and cannabis has become increasingly popular, and with the combination of cannabis lounges and tourism in Las Vegas, we can expect to see an increase. This combination can cause a greater depressant effect and reduced motor control and concentration. Another dangerous short-term effect of mixing the two substances is that it can lead the user to feel less drunk and likely to drink more. Research indicates that people who mix alcohol and cannabis are more likely than those who only drink alcohol to engage in sensation seeking behavior.

Law Enforcement Officers in the Las Vegas area have seen an increase in meth-like speeding behaviors among users of a particular strain of cannabis known as sativa. Two ways to address this problem is to increase the use of assessments to identify comorbidities in offenders that will prompt them to continue to reoffend, and to change





the social norms so that people understand that a car can be as lethal as a loaded gun – and frightening when the person in control is impaired.

In consideration of the total impact of impaired driving on Nevada, the state includes additional data such as property damage and non-serious injuries as a result of suspected alcohol and/or drug impaired driving between 2016 and 2020 (as seen in **Table 3** on the following page).

- 7,545 property damage crashes as a result of suspected driver impairment from alcohol and/or drugs
- 7,092 total injury crashes as a result of suspected driver impairment from alcohol and/or drugs
- 6,470 non-serious injuries in a crash as a result of suspected driver impairment from alcohol and/or drugs
- 834 serious injury crashes as a result of suspected driver impairment from alcohol and or drugs
- 627 fatal crashes (696 fatalities) as a result of suspected driver impairment from alcohol and/or drugs

Table 3: Alcohol and/or Drug Suspected Crashes

	2016	2017	2018	2019	2020
Number of property damage crashes	1,852	1,745	1,426	1,356	1,166
Non-Serious Injuries from suspected alcohol/drug related crashes	1,639	1,427	1,214	1,151	1,039
Serious Injuries	152	141	113	97	111
Impaired driving fatalities	145	131	133	142	145

Age and Gender

- 69 percent of injury and property damage crashes with suspected impairment were caused by male drivers
- Less than one percent of total crashes were the result of suspected impaired drivers aged 15-17 years old
- 23.5 percent of crashes were the result of a suspected impaired drivers aged 18-25 years old
- 373 crashes were the result of a suspected impaired drivers aged 18-20 years old
- 1,455 crashes were the result of a suspected impaired drivers age 21-25 years old
- 2,316 crashes were the result of a suspected impaired drivers age 26-35 years old
- 2.1 percent of impaired driving fatalities were drivers 15-17 years old





- 4.2 percent of impaired driving fatalities were drivers 18-20 years old
- 16.4 percent of impaired driving fatalities were drivers 21-25 years old
- 16.5 percent of impaired driving fatalities were drivers 26-30 years old
- 79.7 percent of impaired fatalities were male drivers

Location

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

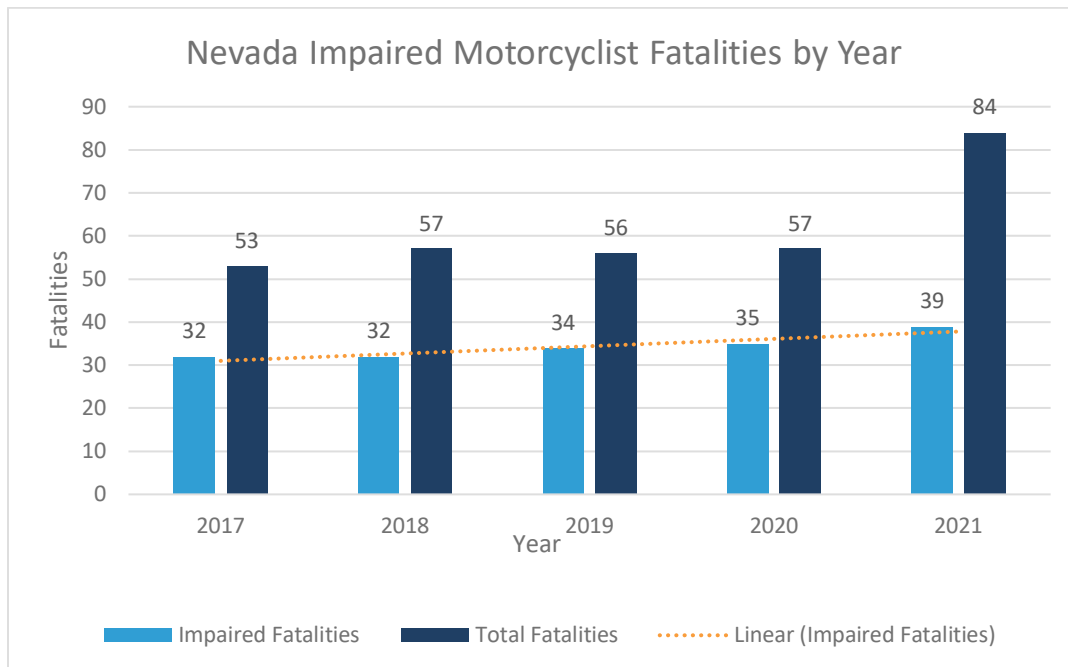
Impaired Driving and Young Driver Facts

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

Motorcycles

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

Figure 2: *Fatalities Involving a Motorcycle Rider with a Blood Alcohol Content (BAC) \geq 0.08*





3. Program Management and Strategic Planning

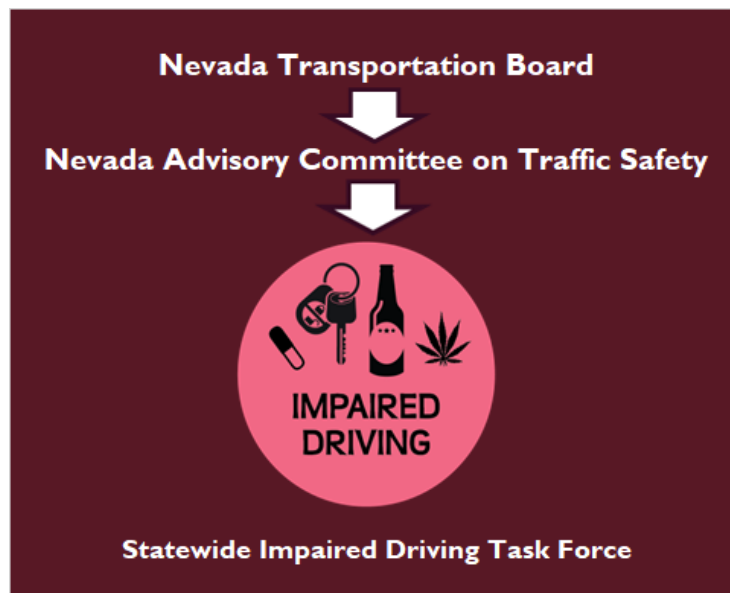
The Nevada Legislature adopted an amendment to transform and reorganize the previous advisory committee, the Nevada Executive Committee on Traffic Safety (NECTS) to the Nevada Advisory Committee on Traffic Safety (NVACTS). The authority for establishing NVACTS is found in the State of Nevada Revised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

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

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

3.1. Task Forces or Commissions

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





IDTF leadership is responsible for the following:

- Ensuring team membership is multidisciplinary and includes representatives from at least three of the six “Es” of safety (Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone) and follows up with the Strategic Highway Safety Plan (SHSP) implementation team if assistance is needed on team composition
- Scheduling group meetings, notifies participants, and prepares meeting reports including action item implementation progress/status after each meeting
- Tracking progress on implementation of the action plan with assistance from various action step leaders and notifies the State SHSP coordinators if assistance is needed to implement an action step
- Preparing quarterly progress reports describing what progress has been made on each of the action steps
- Reviewing the strategies and determining if any should be revised or deleted, identifying new strategies, and developing action plans
- Applying the SHSP to help implement a task or project

3.2. Strategic Planning

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

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

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

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





Nevada's efforts to develop the SHSP began in 2004 when NDOT Traffic Safety Engineering formed a Technical Working Group of traffic safety representatives that initiated coordination and later supported the activities of the NECTS. The role of NECTS, as established in 2005, is to provide guidance, approve the SHSP (and subsequent updates), and help gain consensus at a high level among local, state, tribal, and federal agencies that improve traffic safety.

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

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

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

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

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

- Federal Highway Administration (FHWA) Proven Safety Countermeasures
- NHTSA Countermeasures that Work
- Systemic improvements
- Low-cost improvements
- Road Safety Assessment (RSA) findings





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

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

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

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

3.3. Program Management

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

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



Table 4: *Impaired Driving Countermeasure Strategies*

Countermeasure Strategy	Description
Law Enforcement Training	Law enforcement training will be given to reduce traffic fatalities and serious injuries by providing the specialized skills needed to detect, arrest, and collect evidence of alcohol and drug-impaired driving.
Judicial and Prosecutor Education	Judicial and prosecutor education will be provided to reduce traffic fatalities and serious injuries by providing training to judges, prosecutors, and specialty court staff on best practices related to DUI court principles, diversion programs, ignition interlock, and 24/7 programs.
Highway Safety Office Program Management	Planning and administration will be focused on reducing traffic fatalities and serious injury crashes by directing and coordinating the activities of the Highway Safety Office.
High Visibility Enforcement (HVE) Impaired Pedestrian, Motorist	HVE will be implemented to reduce traffic fatalities and serious injuries by removing impaired drivers and pedestrians from the roads.
Driving Under the Influence (DUI) Specialty Courts	DUI courts are rated as highly effective for reducing recidivism. Nevada’s DUI Courts have strong roles to play in case management for DUI offenders and support for case management and coordination will continue to be a priority.
Communications	Communications, outreach, and education is a key component of all program areas and combines traffic safety messaging through multiple channels with in-person outreach and education to multiple target groups.

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

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

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





Impaired Driving Program Plan

Table 5: *Impaired Driving Planned Activities*

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

Five DUI Courts located throughout the State (the Las Vegas Justice Court, Elko 4th Judicial Court, Las Vegas 8th Judicial Court, Washoe County 2nd Judicial Court, and the Carson City 1st Judicial Court) are being funded. Judicial training courses are also offered through the Reno Justice Court Evidence Based DUI courses. DUI Courts are a strategy to reduce impaired driving recidivism for those who are not typically persuaded through education, public safety efforts, or traditional legal sanctions.

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





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

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

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

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

3.4. Resources

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

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





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

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

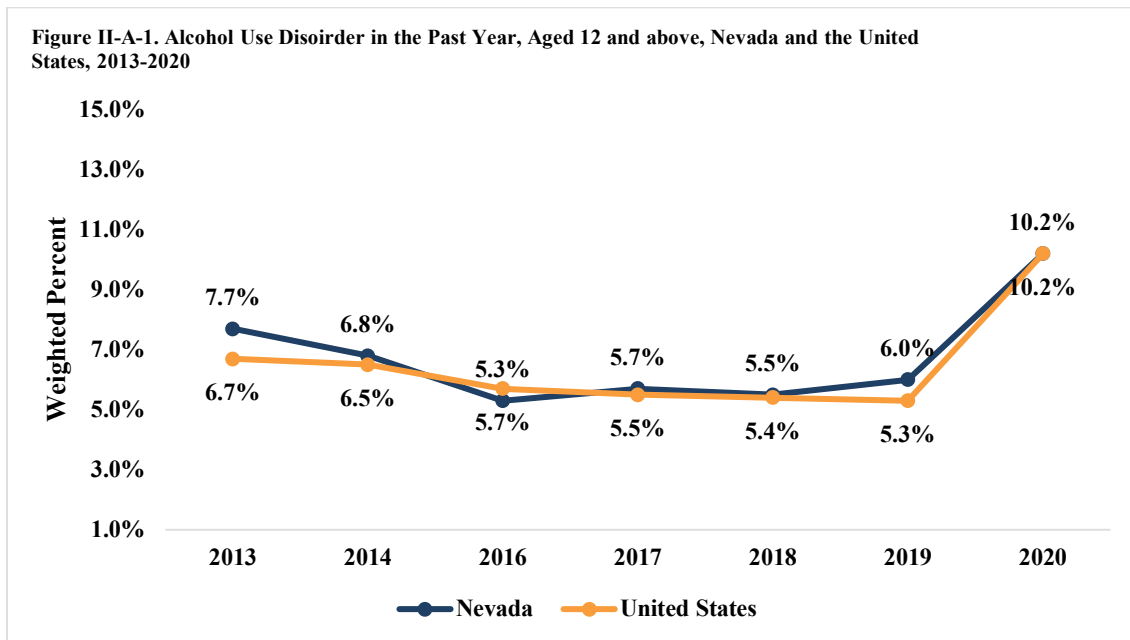


4. Prevention

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

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

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



Source: Substance Abuse and Mental Health Services Administration (SAMHSA), Center for Behavioral Health Statistics and Quality, National Surveys on Drug Use and Health. Chart scaled to 15 percent to display difference among groups.

Figure 3: Alcohol Use Disorder Aged 12 and Above





Impaired Driving Program Plan

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

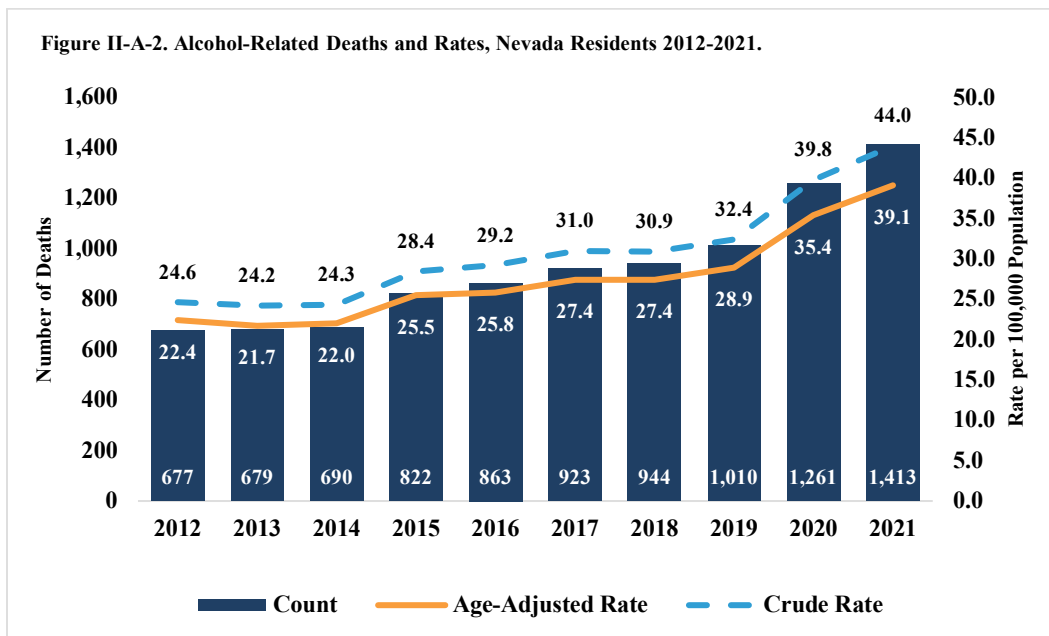


Figure 4: Alcohol-Related Deaths and Rates, Nevada Residents 2012-2021





4.1. Promote Responsible Service

4.1.1. Alcohol

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

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

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

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





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

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

4.1.2. Cannabis

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

4.2. Promote Transportation Alternatives

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

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

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

4.3. Conduct Community-Based Programs

4.3.1. Schools

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





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

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

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

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

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

4.3.2. Employers

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

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





and their household members. By addressing alcohol and substance abuse, EAPs can have an indirect effect on impaired driving.

4.3.3. Community Coalitions and Traffic Safety Programs

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

Impaired driving strategies implemented by community coalitions include providing responsible alcohol service training, safe ride programs, school-based programs that offer alcohol- and drug-free activities at high-risk times for impaired driving such as prom and homecoming, and utilization of impaired driving simulators. Some coalitions also provide a driving under the influence offender education program.

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

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





5. Criminal Justice System

5.1. Laws

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

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

Table 6: Nevada DUI Penalty Chart

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





Implied Consent

Any person who accepts the privilege of operating a motor vehicle within Nevada is deemed to have given his or her consent to submit to an approved breath, blood, or urine test for the purpose of determining the alcohol or drug content of his or her blood if the person is lawfully arrested for DUI. Refusing a breath, blood, or urine test for alcohol is penalized by a possible administrative license revocation of one year for first offenders and three years for repeat offenders. There is no penal offense attributed to a breath, blood, or urine test refusal.

Minors

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

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

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





5.2. Enforcement

Nevada currently has 138 law enforcement agencies consisting of a wide variety of jurisdictional authority, including but not limited to: state, county, municipal, school district, parks, taxi authority, university, and tribal police. The Nevada Commission on Peace Officer Standards and Training (POST) reports 15,323 sworn officers statewide.

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

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

Impaired Driving Task Force

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

Law Enforcement Liaisons

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



Communication

OTS communicates the importance of highway safety and impaired driving prevention through media messaging tools, data reporting, grant funding, and facilitation of law enforcement collaboration. In turn, law enforcement executives to some degree communicate the importance of impaired driving enforcement to their personnel. For example, when high-profile impaired driving cases gain widespread public attention, agency officials may provide statements to the media regarding those cases. Executives from a variety of agencies (state, county, municipal, tribal) accept grant funds to enhance DUI patrol availability and communicate the importance of enforcement.

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

Ignition Interlock Devices (IIDs)

Oversight of IID laws, rules, and program administration was recently moved to the NHP by legislative order. Planning is ongoing to establish policies and procedures for the program. Primary short-term goals include developing the compliance division for IID provider oversight and creation of a tracking database. A webpage on the Department of Motor Vehicles (DMV) website currently exists for customers to locate nearby installers. Nevada currently has approximately 3,700 IID clients. Future enforcement of driver IID violations is expected to occur through parole and probation departments. Because commission of low-level misdemeanors must be witnessed by an officer for enforcement to occur, administrative rules and/or other laws are being developed requiring IID units to be equipped with cameras in the future. Statistics for active ignition interlock devices in Nevada are shown in **Figure 5**.

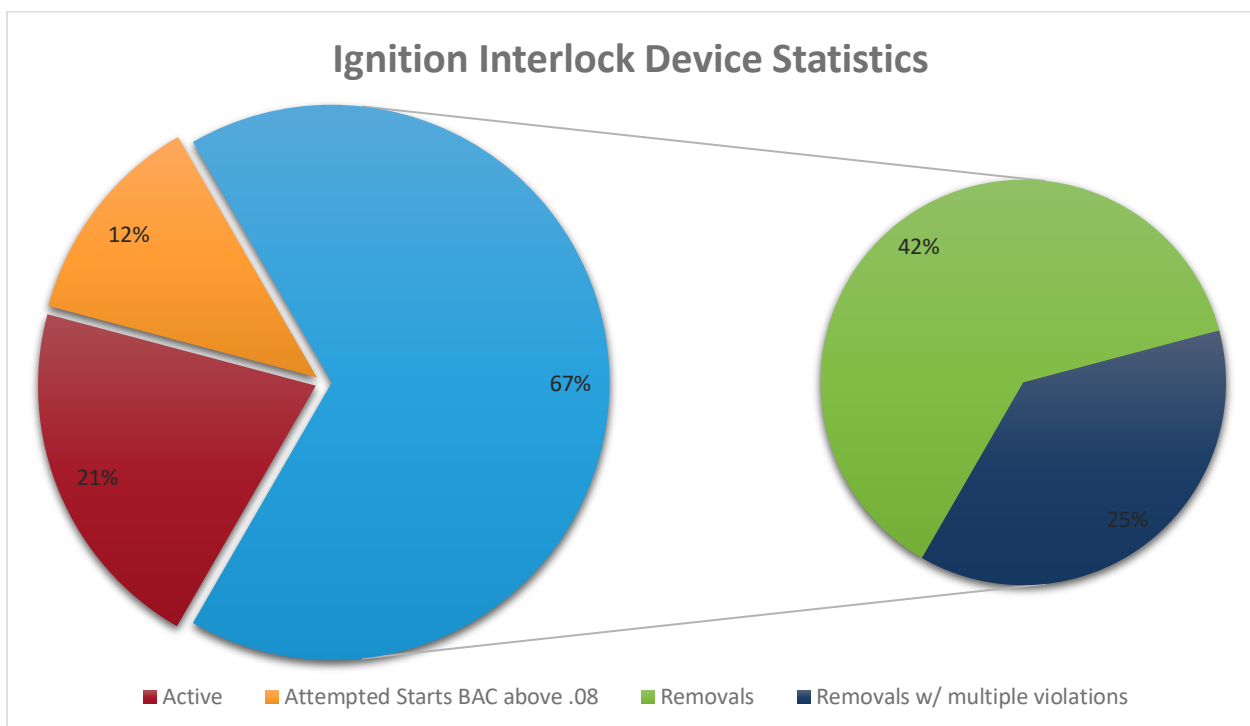


Figure 5: Ignition Interlock Device Program Statistics



Other Technologies

Nevada is working to implement the use of roadside oral fluid testing to identify recent drug use among suspected drug-impaired drivers. For alcohol detection, portable breath tests (PBTs) are in use; passive alcohol sensors are rarely used. Officers who utilize in-car, mobile data computers (MDC) have access to Justice Link (JLink), a driver records database, to see the status of a driver's license and conviction history at the roadside. A MDC also minimizes time spent preparing search warrants to collect blood in DUI cases. Some agencies have evidentiary breath test instruments installed in their patrol cars.

Others have phlebotomists ride with them for impaired driving HVE events and saturation patrols. The ability to collect evidentiary breath and blood samples at the scene of a traffic stop or crash greatly reduces investigation and processing times and increases the likelihood of obtaining the sample within a two-hour window from the time of driving.

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

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

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

- Enhanced impaired driving enforcement
- PBT device purchases
- Misdemeanor and Felony DUI court administration
- Tribal court judicial outreach
- Staffing of the Nevada TSRP
- Staffing of the Nevada Impaired Driving Program Manager
- ARIDE and DRE training for officers
- University Police Services impaired driving and underage drinking enforcement





Impaired Driving Program Plan

- Professional development for judges and prosecutors
- County 24/7 Sobriety and Drug Monitoring Program
- Rural community impaired driving and substance use awareness campaigns





5.3. Publicizing High Visibility Enforcement

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

5.4. Prosecution

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

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

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

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

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

Disposition of DUI cases through a plea bargain is a common occurrence, which means prosecutors may be involved in the determination of many facets of sentencing including incarceration time, fine amounts, and license suspension. Nevada law prohibits prosecutors from dropping or reducing impaired driving charges unless the prosecutor knows, or it is obvious, that the charge is not supported by probable cause, or the charge cannot be proved at the time of trial. However, reductions of first offense DUI cases to





reckless driving violations does occur in Nevada. Reducing second offenses to first offenses and dropping felonies to misdemeanors also takes place in Nevada. Prosecutors are often involved in the decision to reduce and make reduction recommendations to trial judges. Reductions to reckless driving or lowering second to first DUI charges can undermine the effectiveness of DUI penal statutes. Prosecutors and judges often argue reductions are necessary to do justice or to handle the high number of cases filed.

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

5.5. Adjudication

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

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

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

Specialized Courts

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





Other

DUI reduction programs are controversial in the area of DUI adjudication nationwide. Cases of DUI first offense being reduced to reckless driving is happening in Nevada. Subsequent cases are also being reduced to first offenses. Some felony DUI cases are also being reduced to misdemeanors. Prosecutors and Judges often feel these reduction practices are necessary due to the significant number of DUI cases, available time, limited jail space, and court resources. It appears that sentencing consistency in the courts statewide is lacking.

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

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

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

Beginning in 2024, Nevada will have two Judicial Outreach Liaisons (JOLs) working to help further the goals of OTS. One JOL will be a District Court Judge who will visit DUI courts across the state to conduct a peer review on best practices and a thorough examination of the practice of reductions, sentencing, and treatment monitoring. This would result in data driven uniformity and enforcement of terms which has not previously been done in the State. This initial step will ensure that offenders are being held accountable for crimes and receive assistance in any necessary lifestyle changes. The second JOL will be a Justice Court Judge with experience and knowledge of ways to implement pilot programs and improve tools and techniques used to adjudicate first and second DUI cases. Together the two JOLs will provide a powerful synergistic approach to training, communication, and organizational improvements in the existing, ununited court system.

5.6. Administrative Sanctions and Driver Licensing Programs

The Nevada DMV is responsible for all processes related to driver licenses from issuance to suspension or revocation. Ongoing system updates and projects will continue to





advance the State's ability to evaluate programs and determine the effectiveness of licensing laws and policies.

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

5.6.1. Administrative License Revocation and Vehicle Sanctions

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

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

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

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





Impaired Driving Program Plan

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

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





5.6.2. Programs

Ignition Interlock

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

24/7 Sobriety and Drug Monitoring Program and DUI Courts

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





6. Communication Program

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

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

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

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

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





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

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

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

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

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

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



Sports marketing is a key component for reaching the target audience at the point of sale for alcohol consumption within sports venues. Sponsorships are in place for two minor league baseball clubs in Nevada, the Reno Aces and the Las Vegas Aviators. Impaired driving messaging is done in appropriate locations throughout the ballparks where messaging is most likely to reach the 21- to 35-year-old male target audience. Messaging is done on pre-game video boards, portable bar kiosks, and in men's bathrooms. Radio advertising is also conducted during all 127 games for the Las Vegas Aviators.

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

6.1. 2023 OTS Communication Plan

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

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

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





- The second core message platform is that although someone has not been in a crash or went to jail yet for driving impaired, it can still happen if the behavior does not change.

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

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

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

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

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

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

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

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





- The survey will be offered in English, but a Spanish version of the survey is being considered.
- The targeted Not Yet campaign audience target is males 21-35 who reside in Clark and Washoe counties

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

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



Impaired Driving Program Plan



Figure 6: Pop-up Banners at PT's Taverns



Figure 7: Impaired Driving Crash Vehicle Activation





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

7.1. Screening and Assessment

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 significantly.

7.1.1. Criminal Justice System

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

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

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

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





take years to complete due to the gaps where no tracking exists as well as the places where tracking exists only with local jurisdictions.

7.1.2. Medical and Health Care Settings

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

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

7.2. Treatment and Rehabilitation

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

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

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

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





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

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

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

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

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





predict that few DUI offenders are truly first offenders. Enhanced access to early intervention programs that are more intense than the education program has become a vital component of the DUI countermeasures program.

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



8. Program Evaluation and Data

8.1. Evaluation

The Nevada 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, and other guiding documents for traffic safety. Each year, OTS works with a research partner and consultant to analyze crash data to drive the problem identification process, and crash data are also used in goal-setting, tracking, and location-based analyses. Other data sources are also incorporated, such as citation information.

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

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

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

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

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





8.2. Data and Records

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

The Nevada Traffic Records Coordinating Committee (TRCC) is a comprehensive, functional body of data system managers and stakeholders. The TRCC includes representation from all six core systems (crash, citation/adjudication, driver, vehicle, roadway, injury surveillance system) which allows for access to and analysis of a range of data. The Nevada 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 are largely transmitted electronically between law enforcement, the Administrative Office of the Courts, and the Nevada 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 DMV data system is on a mainframe structure and driver records are updated with administrative findings from JLink daily. At the point of adjudication, judges may access driver information through the Nevada Criminal Justice Information System (NCJIS). Information on all citations written and submitted to the courts, regardless of final adjudication, is not available but is critical for evaluating which charges are most likely disposed as guilty, not guilty, reduced, or dismissed, or identifying trends in adjudication by location (geographical, court type, etc.).

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

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

There is currently no law in Nevada requiring hospitals to report positive BAC and drug toxicology screening results to law enforcement in cases of crash-involved drivers who are being treated after a crash. In cases where police were never notified of the crash, or in cases where the driver was transported before officers were able to interview them or





make any observations about them, this can prevent law enforcement from effecting an impaired driving arrest.

The State uses three laboratories responsible for the majority of toxicology testing for law enforcement purposes: Henderson Police Department, Las Vegas Metropolitan Police Department, and Washoe County Sheriff's Office. DUI drug toxicology is regularly performed, especially on blood samples with blood alcohol concentrations under 0.08 percent, but data on these blood results are not communicated to the DRE Program. Turnaround time at these laboratories currently ranges from four to 18 weeks. Time needed to process samples and produce results is not considered to be a hindrance to processing impaired driving offenses but could be improved. It was estimated that, across the three laboratories, alcohol test results average 24-126 days, while drug test results may take 75-110 days. Officers submit samples to the closest laboratory geographically for alcohol and/or drug testing. Each laboratory tests for the substances requested. If alcohol is detected at a BAC below 0.08 percent then drug tests are conducted; if drug test results are negative then alcohol testing is conducted; in some cases where a BAC of 0.08 percent is detected no drug testing is conducted. The variability in testing protocols is related to the availability of staff resources. Utilizing the same processes would increase the uniformity of results.

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

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

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

A strong outreach partner is the Nevada MADD organization. This agency is expanding its efforts in conjunction with OTS to conduct outreach events. MADD utilizes pre- and post-surveys and other behavioral measurement tools and the collected data are shared





with OTS. This information is critical to monitoring and identifying areas for improvement in the program.

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

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

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

8.3. Driver Records Systems

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

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

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





Impaired Driving Program Plan

Appendix A

Nevada Advisory Committee on Traffic Safety Roster and By-laws

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





NVACTS BYLAWS

ARTICLE 1 – NAME

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

ARTICLE 2- AUTHORITY

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

ARTICLE 3 - PURPOSE AND FUNCTION

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





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

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

ARTICLE 4 – MEMBERSHIP

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





Impaired Driving Program Plan

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

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

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

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

ARTICLE 5 - VOTING

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

ARTICLE 6 - COMPENSATION

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





ARTICLE 7 – MEETINGS

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

ARTICLE 8 - TASK FORCE WORKING GROUPS

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

Note: If a Task Force Working Group engages in deliberation or decision making, is assigned by NVACTS to formulate policy or carry out planning functions, is delegated the task of making decisions for or recommendations to NVACTS or is recognized by NVACTS as speaking with one voice, it shall be subject to the Nevada Open Meeting Law.





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

ARTICLE 9 - TECHNICAL SUPPORT STAFF

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

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

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

9.1.3 Provide research assistance and statistical data to the NVACTS.

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

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

ARTICLE 10 - ADOPTION and AMENDMENTS

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

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

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





Impaired Driving Program Plan

Appendix B

Impaired Driving Task Force Roster



Impaired Driving Task Force
6/5/2023

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

Natasha	Koch	Captain	Nevada Department of Public Safety Highway Patrol
Douglas	Konersman	Interlock Provider	Nevada Safety & Diagnostics LLC
Carrie	Krupp	Grants and Projects Analyst - Joining Forces	Nevada Department of Public Safety Office of Traffic Safety
Adrea	Kurthar		Tribal Project
Irene	Lam	Project Engineer 2	City of Henderson
Tonya	Laney	Field Services Administrator	Nevada Department of Motor Vehicles
Rebecca	Lara		Mothers Against Drunk Driving (MADD)
Elizabeth	Lawrence		Carson City 1st DC - Dept Alternative Sentencing
Tia	Linzsey	Program Officer	Nevada Department of Motor Vehicles
James	Lovett		Kirk Kerkorian School of Medicine at UNLV
Steve	Maczka	Sergeant	Nevada Department of Public Safety Division of Parole & Probation
Stephie	Mager		Victim Advocate
Jerry	Mager		Victim Advocate
Sarah Lee	Marks	President	SMARTeen DRIVER/My Car Lady & ABS Inc.
Susan	Martinovich		HNTB
Judith	Mata	Child Passenger Safety/Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Meg	Matta	Program Manager/Impaired Driving	Nevada Department of Public Safety Office of Traffic Safety
Tiffani	May Noel	Community Engagement and Diversity Outreach Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Paul	McCullough	Sergeant	Las Vegas Metropolitan Police Department
Justin	McDonald	Motorcycle Program Administrator	Nevada Department of Public Safety Office of Traffic Safety
Eric	McJoy	Owner	One Stop Breathalyzer, LLC
Anastacia	Melendy		Washoe County Sheriffs Office Forensic Science Division
Debbie	Miller		Nevada Department of Public Safety - Office of Traffic Safety
Barbara	Mirman		Not Associated with a Business
Kaela	Moldowan		Not Associated with a Business
Michael	Montero	Nevada Judicial Outreach Liaison	Sixth Judicial District Court
Jan	Morris	Judicial Outreach Director	Tribal Court
Johnean	Morrison	Program Manager/Occupant Protection	Nevada Department of Public Safety Office of Traffic Safety
Tim	Moulson		Not Associated with a Business
Kara	Mueller	Regional Program Manager Region 8	National Highway Traffic Safety Administration
Anthony	Munoz	Lieutenant	Nevada Department of Public Safety Highway Patrol
Kim	Murga		Las Vegas Metropolitan Police Department
William	Murwin	Lieutenant	Nevada Department of Public Safety Highway Patrol
Nick	Nordyke	Zero Teen Fatalities - Northern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Laura	Oslund	Director	PACE Coalition
Seri	Park	Associate Professor	University of Nevada Reno
Jonathan	Pasternack	Intern	Kimley-Horn
Jeff	Payne	Founder & CEO	Driver's Edge
Amanda	Pearson		Las Vegas Justice Treatment Court
Scott	Pearson	Judicial Outreach Liaison	National Highway Traffic Safety Administration Region 8
Chelsea	Price	Licensing Coordinator	Medmen
Meg	Ragonese	Public Information Officer	Nevada Department of Transportation
Mario	Ramos	Regional Program Manager	National Highway Traffic Safety Administration
Jennifer	Rangel		SCRAM
David	Ranson	Deputy	Storey County Sheriff's Office
Daryl	Rhoads	Lieutenant	Las Vegas Metropolitan Police Department
Bernie	Rivers	Regional Environmental, Health and Safety Manager	Nevada Barricade & Sign Co., Inc.
Susan	Robinson	Director of Advancement	The National Judicial College
Chris	Rodriguez	Vice President Global Security Operations	Medmen
Dasha	Rotar	Administrative Assistant	Kimley-Horn
Lindsay	Saner	Project Engineer	Kimley-Horn
Kenneth	Satowski		RTC of Southern Nevada
Chris	Schwarz		RTC of Southern Nevada
Fred	Shakal	Chief Traffic Safety Engineer	Nevada Department of Transportation
Andrew	Sherbondy		Wahoe County Sheriffs Office
Matt	Smith		Carson City Sheriffs Office
Kim	Smith	Public Information Officer	Nevada Department of Public Safety
Gary	Smith	Lieutenant	Nevada Department of Public Safety Highway Patrol
Casey	Smith	Transportation Analyst/Planner III	Nevada Department of Transportation
Kailie	Sonneville		Nevada Department of Public Safety - Office of Traffic Safety
Elizabeth	Stacy	Specialty Court Case Manager	Carson City District Courts
Jason	Stallcop	Lieutenant	Reno Police Department
David	Stoddard	Sergeant	Las Vegas Metropolitan Police Department
Chelsea	Stuenkel	Sergeant	Nevada Department of Public Safety Highway Patrol
Michael	Stypa		Las Vegas Metropolitan Police Department
Theresa	Suffecool	Forensic Lab Manager	Las Vegas Metropolitan Police Department
Scott	Swain	Law Enforcement Liaison	Nevada Department of Public Safety Office of Traffic Safety
Genevieve	Swain	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Casey	Sylvester	Principle Signs, Striping and Traffic Control Engineer	Nevada Department of Transportation

Impaired Driving Task Force
6/5/2023

Glen	Taylor	Zero Teen Fatalities - Southern Nevada Program Coordinator	Nevada Department of Public Safety Office of Traffic Safety
Brad	Taylor		Washoe County Crime Lab
Mike	Thiele	Officer	Las Vegas Metropolitan Police Department
Sarah	Thompson		2nd Judicial District Court
July	Thompson	Injury Prevention Specialist	Duckwater Shoshone Tribe
Kevin	Tice	Traffic Records Program Manager	Nevada Department of Public Safety Office of Traffic Safety
Lacey	Tisler	Project Manager	Nevada Department of Transportation
Donna	Trauger		Concerned Citizen
Shannon	Trice	Region 2 Program Manager	National Highway Traffic Safety Administration
Matthew	Triplett	Department of Public Safety Lieutenant	City of Las Vegas
Jaime	Tuddao	Senior Road Safety Engineer	Nevada Department of Transportation - Safety
Colleen	Unterbrink		Nevada Department of Transportation
Lindsey	Valdez	Regional Executive Director	Mothers Against Drunk Driving (MADD)
Peter	Vander Aa	Deputy Division Administrator	Nevada Department of Public Safety Office of Traffic Safety
Paul	Villaluz	Senior Project Manager	Westwood
David	Wade		Not Associated with a Business
Sandy	Watkins		Community Against Reckless Driving
Shawn	White		Nevada Highway Patrol - Southern Command
Brennan	White	Victim Services Specialist	Mothers Against Drunk Driving
William	White	Lieutenant	Nevada Department of Public Safety Highway Patrol
Niguel	Williams	Rider Coach	Nevada Rider Motorcycle Safety
Timber	Wood		Nevada Department of Transportation



Appendix C

Nevada Transportation Board of Directors

Joe Lombardo, Governor

Stavros Anthony, Lt. Governor

Andy Matthews, Controller

Virginia Valentine, Nevada District 1 Representative

Justin Kalb, Nevada District 1 Representative

Stephen Ascuaga, Nevada District 2 Representative

Gary Perea, Nevada District 3 Representative



NV_FY25_405d_Ignition Interlock_Statutes
NRS 484C.210
NRS 484C.220

NRS 484C.210 Revocation of license, permit or privilege to drive when person fails to submit to evidentiary test or when test shows concentration of alcohol of 0.08 or more in blood or breath or detectable amount of controlled or prohibited substance in blood or urine; installation of ignition interlock device in motor vehicle; issuance of restricted license in lieu of ignition interlock device under certain circumstances; cancellation of revocation; periods of ineligibility to run consecutively. [Effective until the date of the repeal of the federal law requiring each state to make it unlawful for a person to operate a motor vehicle with a blood alcohol concentration of 0.08 percent or greater as a condition to receiving federal funding for the construction of highways in this State.]

1. If a person fails to submit to an evidentiary test as requested by a police officer pursuant to [NRS 484C.160](#), the license, permit or privilege to drive of the person must be revoked as provided in [NRS 484C.220](#), and the person is not eligible for a license, permit or privilege to drive for a period of:

(a) One year; or

(b) Three years, if the license, permit or privilege to drive of the person has been revoked during the immediately preceding 7 years for failure to submit to an evidentiary test.

2. If the result of a test given under [NRS 484C.150](#) or [484C.160](#) shows that a person had a concentration of alcohol of 0.08 or more in his or her blood or breath or a detectable amount of a controlled substance or prohibited substance in his or her blood or urine for which he or she did not have a valid prescription, as defined in [NRS 453.128](#), or hold a valid registry identification card, as defined in [NRS 678C.080](#), at the time of the test, the license, permit or privilege of the person to drive must be revoked as provided in [NRS 484C.220](#) and the person is not eligible for a license, permit or privilege for a period of 185 days.

3. At any time while a person is not eligible for a license, permit or privilege to drive following a revocation under subsection 1 or 2, the person shall install, at his or her own expense, an ignition interlock device in any motor vehicle which the person operates as a condition to obtaining an ignition interlock privilege pursuant to [NRS 483.490](#).

4. The Department may provide for an exception to the requirements of subsection 3 and issue a restricted license pursuant to subsection 1 of [NRS 483.490](#) if the Department determines that the person is not a repeat intoxicated driver, as that term is defined in 23 C.F.R. § 1275.3(k), and:

(a) The person is unable to provide a deep lung breath sample for analysis by an ignition interlock device, as certified in writing by a physician or an advanced practice registered nurse of the person; or

(b) The person resides more than 100 miles from a manufacturer of an ignition interlock device or its agent.

5. If a revocation of a person's license, permit or privilege to drive under [NRS 62E.640](#) or [483.460](#) follows a revocation under subsection 2 which was based on the person having a concentration of alcohol of 0.08 or more in his or her blood or breath, the Department shall cancel the revocation under that subsection and give the person credit for any period during which the person was not eligible for a license, permit or privilege.

6. If an order to install an ignition interlock device pursuant to [NRS 62E.640](#) or [484C.460](#) follows the installation of an ignition interlock device pursuant to subsection 3, the court shall give the person day-for-day credit for any period during which the person can provide proof satisfactory to the court that he or she had an ignition interlock device installed as a condition to obtaining an ignition interlock privilege.

7. Periods of ineligibility for a license, permit or privilege to drive which are imposed pursuant to this section must run consecutively.

(Added to NRS by [1983, 1066](#); A [1995, 1884, 1919; 1999, 2455; 2003, 1158, 2561; 2015, 2538; 2017, 4044; 2019, 3880; 2021, 2454](#))—(Substituted in revision for NRS 484.384)

NRS 484C.210 Revocation of license, permit or privilege to drive when person fails to submit to evidentiary test or when test shows concentration of alcohol of 0.10 or more in blood or breath or detectable amount of controlled or prohibited substance in blood or urine; installation of ignition interlock device in motor vehicle; issuance of restricted license in lieu of ignition interlock device under certain circumstances; cancellation of revocation; periods of ineligibility to run consecutively. [Effective on the date of the repeal of the federal law requiring each state to make it unlawful for a person to operate a motor vehicle with a blood

alcohol concentration of 0.08 percent or greater as a condition to receiving federal funding for the construction of highways in this State.]

1. If a person fails to submit to an evidentiary test as requested by a police officer pursuant to [NRS 484C.160](#), the license, permit or privilege to drive of the person must be revoked as provided in [NRS 484C.220](#), and the person is not eligible for a license, permit or privilege to drive for a period of:

(a) One year; or

(b) Three years, if the license, permit or privilege to drive of the person has been revoked during the immediately preceding 7 years for failure to submit to an evidentiary test.

2. If the result of a test given under [NRS 484C.150](#) or [484C.160](#) shows that a person had a concentration of alcohol of 0.10 or more in his or her blood or breath or a detectable amount of a controlled substance or prohibited substance in his or her blood or urine for which he or she did not have a valid prescription, as defined in [NRS 453.128](#), or hold a valid registry identification card, as defined in [NRS 678C.080](#), at the time of the test, the license, permit or privilege of the person to drive must be revoked as provided in [NRS 484C.220](#) and the person is not eligible for a license, permit or privilege for a period of 185 days.

3. At any time while a person is not eligible for a license, permit or privilege to drive following a revocation under subsection 1 or 2, the person shall install, at his or her own expense, an ignition interlock device in any motor vehicle which the person operates as a condition to obtaining an ignition interlock privilege pursuant to [NRS 483.490](#).

4. The Department may provide for an exception to the requirements of subsection 3 and issue a restricted license pursuant to subsection 1 of [NRS 483.490](#) if the Department determines that the person is not a repeat intoxicated driver, as that term is defined in 23 C.F.R. § 1275.3(k), and:

(a) The person is unable to provide a deep lung breath sample for analysis by an ignition interlock device, as certified in writing by a physician or an advanced practice registered nurse of the person; or

(b) The person resides more than 100 miles from a manufacturer of an ignition interlock device or its agent.

5. If a revocation of a person's license, permit or privilege to drive under [NRS 62E.640](#) or [483.460](#) follows a revocation under subsection 2 which was based on the person having a concentration of alcohol of 0.10 or more in his or her blood or breath, the Department shall cancel the revocation under that subsection and give the person credit for any period during which the person was not eligible for a license, permit or privilege.

6. If an order to install an ignition interlock device pursuant to [NRS 62E.640](#) or [484C.460](#) follows the installation of an ignition interlock device pursuant to subsection 3, the court shall give the person day-for-day credit for any period during which the person can provide proof satisfactory to the court that he or she had an ignition interlock device installed as a condition to obtaining an ignition interlock privilege.

7. Periods of ineligibility for a license, permit or privilege to drive which are imposed pursuant to this section must run consecutively.

(Added to NRS by [1983, 1066](#); A [1995, 1884, 1919; 1999, 2455; 2003, 1158, 2561; 2015, 2538; 2017, 4044; 2019, 3880; 2021, 2454](#), effective on the date of the repeal of the federal law requiring each state to make it unlawful for a person to operate a motor vehicle with a blood alcohol concentration of 0.08 percent or greater as a condition to receiving federal funding for the construction of highways in this State)—(Substituted in revision for NRS 484.384)

NRS 484C.220 Seizure of license or permit; order of revocation; administrative and judicial review; temporary license; sufficiency of notice. [Effective until the date of the repeal of the federal law requiring each state to make it unlawful for a person to operate a motor vehicle with a blood alcohol concentration of 0.08 percent or greater as a condition to receiving federal funding for the construction of highways in this State.]

1. As agent for the Department, the officer who requested that a test be given pursuant to [NRS 484C.150](#) or [484C.160](#) or who obtained the result of a test given pursuant to [NRS 484C.150](#) or [484C.160](#) shall immediately serve an order of revocation of the license, permit or privilege to drive on a person who failed to submit to a test requested by the police officer pursuant to [NRS 484C.160](#) or who has a concentration of alcohol of 0.08 or more in his or her blood or breath or has a detectable amount of a controlled substance or prohibited substance in his or her blood or urine for which he or she did not have a valid prescription, as defined in [NRS 453.128](#), or hold a valid registry identification card, as defined in [NRS 678C.080](#), if that person is present, and shall seize the license or permit to drive of the person. The officer shall then, unless the information is expressly set forth in the order of revocation, advise the person of his or her right to administrative and judicial review of the revocation pursuant to [NRS 484C.230](#) and, except as otherwise provided in this subsection, that the person has a right to request a temporary license. The officer shall also, unless the information is expressly set forth in the order of revocation, advise the person that he or she is required to install an ignition interlock device pursuant to [NRS 484C.210](#). If the person currently is driving with a temporary license that was issued pursuant to this section or [NRS 484C.230](#), the person is not entitled

to request an additional temporary license pursuant to this section or [NRS 484C.230](#), and the order of revocation issued by the officer must revoke the temporary license that was previously issued. If the person is entitled to request a temporary license, the officer shall issue the person a temporary license on a form approved by the Department if the person requests one, which is effective for only 7 days including the date of issuance. The officer shall immediately transmit the person's license or permit to the Department along with the written certificate required by subsection 2.

2. When a police officer has served an order of revocation of a driver's license, permit or privilege on a person pursuant to subsection 1, or later receives the result of an evidentiary test which indicates that a person, not then present, had a concentration of alcohol of 0.08 or more in his or her blood or breath or had a detectable amount of a controlled substance or prohibited substance in his or her blood or urine for which he or she did not have a valid prescription, as defined in [NRS 453.128](#), or hold a valid registry identification card, as defined in [NRS 678C.080](#), the officer shall immediately prepare and transmit to the Department, together with the seized license or permit and a copy of the result of the test, if any, a written certificate that the officer had reasonable grounds to believe that the person had been driving or in actual physical control of a vehicle:

(a) With a concentration of alcohol of 0.08 or more in his or her blood or breath or with a detectable amount of a controlled substance or prohibited substance in his or her blood or urine for which he or she did not have a valid prescription, as defined in [NRS 453.128](#), or hold a valid registry identification card, as defined in [NRS 678C.080](#), as determined by a chemical test; or

(b) While under the influence of intoxicating liquor or a controlled substance or with a prohibited substance in his or her blood or urine and the person refused to submit to a required evidentiary test.

↳ The certificate must also indicate whether the officer served an order of revocation on the person and whether the officer issued the person a temporary license.

3. The Department, upon receipt of such a certificate for which an order of revocation has not been served, after examining the certificate and copy of the result of the chemical test, if any, and finding that revocation is proper, shall issue an order revoking the person's license, permit or privilege to drive by mailing the order to the person at the person's last known address. The order must indicate the grounds for the revocation and the period during which the person is not eligible for a license, permit or privilege to drive and state that the person has a right to administrative and judicial review of the revocation and to have a temporary license. The order must also state whether the person is required to install an ignition interlock device pursuant to [NRS 484C.210](#). The order of revocation becomes effective 5 days after mailing.

4. Notice of an order of revocation and notice of the affirmation of a prior order of revocation or the cancellation of a temporary license provided in [NRS 484C.230](#) is sufficient if it is mailed to the person's last known address as shown by any application for a license. The date of mailing may be proved by the certificate of any officer or employee of the Department, specifying the time of mailing the notice. The notice is presumed to have been received upon the expiration of 5 days after it is deposited, postage prepaid, in the United States mail.

(Added to NRS by [1969, 593](#); A [1973, 484, 1503](#); [1981, 1927](#); [1983, 1075](#); [1985, 1948](#); [1991, 1588](#); [1995, 1885](#); [1999, 2455, 3425](#); [2001, 172](#); [2003, 2562](#); [2007, 2046](#); [2015, 2538](#); [2017, 4044](#); [2019, 3881](#); [2021, 2455](#))—
(Substituted in revision for NRS 484.385)

NV_FY25_405d_Ignition Interlock_Required Days

NRS 484C.460 When court is required to order installation of ignition interlock device; exceptions; installation and inspection; tolling of period for which ignition interlock device required.

1. Except as otherwise provided in subsections 2 and 5, a court shall order a person to install, at his or her own expense, an ignition interlock device in any motor vehicle which the person operates as a condition to obtaining an ignition interlock privilege pursuant to [NRS 483.490](#) to reinstate the driving privilege of the person:

- (a) For a period of 185 days if the person is convicted of a first violation within 7 years of [NRS 484C.110](#).
- (b) For a period of 1 year if the person is convicted of a second violation within 7 years of [NRS 484C.110](#).
- (c) For a period of 3 years if the person is convicted of:

(1) A violation of [NRS 484C.110](#) or [484C.120](#) that is punishable as a felony pursuant to [NRS 484C.400](#) or [484C.410](#); or

(2) A violation of [NRS 484C.130](#) or [484C.430](#).

2. A court may provide for an exception to the provisions of subsection 1 for a person who is convicted of a violation of [NRS 484C.110](#) that is punishable pursuant to paragraph (a) of subsection 1 of [NRS 484C.400](#), if the court determines that:

(a) The person is unable to provide a deep lung breath sample for analysis by an ignition interlock device, as certified in writing by a physician or an advanced practice registered nurse of the person; or

(b) The person resides more than 100 miles from a manufacturer of an ignition interlock device or its agent.

3. If the court orders a person to install an ignition interlock device pursuant to subsection 1:

(a) The court shall immediately prepare and transmit a copy of its order to the Director. The order must include a statement that an ignition interlock device is required and the specific period for which it is required. The Director shall cause this information to be incorporated into the records of the Department and noted on the person's ignition interlock privilege.

(b) The person who is required to install the ignition interlock device shall provide proof of compliance to the Department before the person may receive an ignition interlock privilege. Each model of an ignition interlock device installed pursuant to this section must have been certified by the Department of Public Safety.

4. A person who obtains an ignition interlock privilege pursuant to this section or [NRS 483.490](#) shall have the ignition interlock device inspected, calibrated, monitored and maintained by the manufacturer of the ignition interlock device or its agent at least one time each 90 days during the period in which the person is required to use the ignition interlock device to determine whether the ignition interlock device is operating properly. Any inspection, calibration, monitoring or maintenance required pursuant to this subsection must be conducted in accordance with regulations adopted pursuant to [NRS 484C.480](#). The manufacturer or its agent shall submit a report to the Director of the Department of Public Safety indicating whether any of the incidents listed in subsection 1 of [NRS 484C.470](#) have occurred and whether the ignition interlock device has been tampered with. Before the court imposes a penalty pursuant to subsection 3 of [NRS 484C.470](#), the court shall afford any interested party an opportunity for a hearing after reasonable notice.

5. If a person is required to operate a motor vehicle in the course and scope of his or her employment and the motor vehicle is owned by the person's employer, the person may operate that vehicle without the installation of an ignition interlock device, if:

(a) The employee notifies his or her employer that the employee has been issued an ignition interlock privilege; and

(b) The employee has proof of that notification in his or her possession or the notice, or a facsimile copy thereof, is with the motor vehicle.

➤ This exemption does not apply to a motor vehicle owned by a business which is all or partly owned or controlled by the person otherwise subject to this section.

6. The running of the period during which a person is required to have an ignition interlock device installed pursuant to this section commences when the Department issues an ignition interlock privilege to the person and is tolled whenever and for as long as the person is, with regard to a violation of [NRS 484C.110](#), [484C.120](#), [484C.130](#) or [484C.430](#), imprisoned, serving a term of residential confinement, placed under the supervision of a treatment provider, on parole or on probation.

(Added to NRS by [1989, 1737](#); A [1993, 2895](#); [1997, 3370](#); [1999, 2140](#); [2005, 151](#), [613](#), [2042](#); [2005, 22nd Special Session, 105](#); [2007, 100](#), [2805](#); [2015, 762](#); [2017, 4047](#); [2019, 508](#), [2754](#), [3101](#); [2021, 2470](#))—(Substituted in revision for part of NRS 484.3943)

NV_FY25_405d_Ignition Interlock_Use Exceptions

NRS 484C.460 When court is required to order installation of ignition interlock device; exceptions; installation and inspection; tolling of period for which ignition interlock device required.

1. Except as otherwise provided in subsections 2 and 5, a court shall order a person to install, at his or her own expense, an ignition interlock device in any motor vehicle which the person operates as a condition to obtaining an ignition interlock privilege pursuant to [NRS 483.490](#) to reinstate the driving privilege of the person:

- (a) For a period of 185 days if the person is convicted of a first violation within 7 years of [NRS 484C.110](#).
- (b) For a period of 1 year if the person is convicted of a second violation within 7 years of [NRS 484C.110](#).
- (c) For a period of 3 years if the person is convicted of:

(1) A violation of [NRS 484C.110](#) or [484C.120](#) that is punishable as a felony pursuant to [NRS 484C.400](#) or [484C.410](#); or

(2) A violation of [NRS 484C.130](#) or [484C.430](#).

2. A court may provide for an exception to the provisions of subsection 1 for a person who is convicted of a violation of [NRS 484C.110](#) that is punishable pursuant to paragraph (a) of subsection 1 of [NRS 484C.400](#), if the court determines that:

(a) The person is unable to provide a deep lung breath sample for analysis by an ignition interlock device, as certified in writing by a physician or an advanced practice registered nurse of the person; or

(b) The person resides more than 100 miles from a manufacturer of an ignition interlock device or its agent.

3. If the court orders a person to install an ignition interlock device pursuant to subsection 1:

(a) The court shall immediately prepare and transmit a copy of its order to the Director. The order must include a statement that an ignition interlock device is required and the specific period for which it is required. The Director shall cause this information to be incorporated into the records of the Department and noted on the person's ignition interlock privilege.

(b) The person who is required to install the ignition interlock device shall provide proof of compliance to the Department before the person may receive an ignition interlock privilege. Each model of an ignition interlock device installed pursuant to this section must have been certified by the Department of Public Safety.

4. A person who obtains an ignition interlock privilege pursuant to this section or [NRS 483.490](#) shall have the ignition interlock device inspected, calibrated, monitored and maintained by the manufacturer of the ignition interlock device or its agent at least one time each 90 days during the period in which the person is required to use the ignition interlock device to determine whether the ignition interlock device is operating properly. Any inspection, calibration, monitoring or maintenance required pursuant to this subsection must be conducted in accordance with regulations adopted pursuant to [NRS 484C.480](#). The manufacturer or its agent shall submit a report to the Director of the Department of Public Safety indicating whether any of the incidents listed in subsection 1 of [NRS 484C.470](#) have occurred and whether the ignition interlock device has been tampered with. Before the court imposes a penalty pursuant to subsection 3 of [NRS 484C.470](#), the court shall afford any interested party an opportunity for a hearing after reasonable notice.

5. If a person is required to operate a motor vehicle in the course and scope of his or her employment and the motor vehicle is owned by the person's employer, the person may operate that vehicle without the installation of an ignition interlock device, if:

(a) The employee notifies his or her employer that the employee has been issued an ignition interlock privilege; and

(b) The employee has proof of that notification in his or her possession or the notice, or a facsimile copy thereof, is with the motor vehicle.

➔ This exemption does not apply to a motor vehicle owned by a business which is all or partly owned or controlled by the person otherwise subject to this section.

6. The running of the period during which a person is required to have an ignition interlock device installed pursuant to this section commences when the Department issues an ignition interlock privilege to the person and is tolled whenever and for as long as the person is, with regard to a violation of [NRS 484C.110](#), [484C.120](#), [484C.130](#) or [484C.430](#), imprisoned, serving a term of residential confinement, placed under the supervision of a treatment provider, on parole or on probation.

(Added to NRS by [1989, 1737](#); A [1993, 2895](#); [1997, 3370](#); [1999, 2140](#); [2005, 151](#), [613](#), [2042](#); [2005, 22nd Special Session, 105](#); [2007, 100](#), [2805](#); [2015, 762](#); [2017, 4047](#); [2019, 508](#), [2754](#), [3101](#); [2021, 2470](#))—(Substituted in revision for part of NRS 484.3943)

NV_FY25_405d_24-7_License Restriction

NRS 483.460 Mandatory revocation of license, permit or privilege to drive; period of revocation; tolling of period of revocation during imprisonment; ineligibility for restricted license or ignition interlock privilege; action to carry out court's order.

1. Except as otherwise provided by specific statute, the Department shall revoke the license, permit or privilege of any driver upon receiving a record of his or her conviction of any of the following offenses, when that conviction has become final, and the driver is not eligible for a license, permit or privilege to drive for the period indicated:

(a) For a period of 185 days, if the offense is a first violation within 7 years of [NRS 484C.110](#) or [484C.120](#).

(b) For a period of 1 year if the offense is:

(1) Except as otherwise provided in paragraph (c), any manslaughter, including vehicular manslaughter as described in [NRS 484B.657](#), resulting from the driving of a motor vehicle or felony in the commission of which a motor vehicle is used, including the unlawful taking of a motor vehicle.

(2) Failure to stop and render aid as required pursuant to the laws of this State in the event of a motor vehicle crash resulting in the death or bodily injury of another.

(3) Perjury or the making of a false affidavit or statement under oath to the Department pursuant to [NRS 483.010](#) to [483.630](#), inclusive, or pursuant to any other law relating to the ownership or driving of motor vehicles.

(4) Conviction, or forfeiture of bail not vacated, upon three charges of reckless driving committed within a period of 12 months.

(5) A second violation within 7 years of [NRS 484C.110](#) or [484C.120](#).

(6) A violation of [NRS 484B.550](#).

(c) For a period of 3 years if the offense is:

(1) A first violation of driving without an ignition interlock device or tampering with an ignition interlock device pursuant to subsection 2 of [NRS 484C.470](#) and the driver is not eligible for a restricted license or an ignition interlock privilege during any of that period.

(2) A violation of subsection 9 of [NRS 484B.653](#).

(3) A third or subsequent violation within 7 years of [NRS 484C.110](#) or [484C.120](#).

(4) A violation of [NRS 484C.110](#) or [484C.120](#) resulting in a felony conviction pursuant to [NRS 484C.400](#) or [484C.410](#).

(5) A violation of [NRS 484C.430](#) or a homicide resulting from driving or being in actual physical control of a vehicle while under the influence of intoxicating liquor or a controlled substance or resulting from any other conduct prohibited by [NRS 484C.110](#), [484C.130](#) or [484C.430](#).

↳ The period during which such a driver is not eligible for a license, permit or privilege to drive must be set aside during any period of imprisonment and the period of revocation must resume when the Department is notified pursuant to [NRS 209.517](#) or [213.12185](#) that the person has completed the period of imprisonment or that the person has been placed on residential confinement or parole.

(d) For a period of 5 years if the offense is a second or subsequent violation of driving without an ignition interlock device or tampering with an ignition interlock device pursuant to subsection 2 of [NRS 484C.470](#) and the driver is not eligible for a restricted license or an ignition interlock privilege during any of that period.

2. The Department shall revoke the license, permit or privilege of a driver convicted of violating [NRS 484C.110](#) or [484C.120](#) who fails to complete the educational course on the use of alcohol and controlled substances within the time ordered by the court and shall add a period of 90 days during which the driver is not eligible for a license, permit or privilege to drive.

3. When the Department is notified by a court that a person who has been convicted of a first violation within 7 years of [NRS 484C.110](#) has been permitted to enter a program of treatment pursuant to [NRS 484C.320](#), the Department shall reduce by one-half the period during which the person is not eligible for a license, permit or privilege to drive, but shall restore that reduction in time if notified that the person was not accepted for or failed to complete the treatment.

4. In addition to any other requirements set forth by specific statute, if the Department is notified that a court has ordered the revocation, suspension or delay in the issuance of a license pursuant to title 5 of NRS, [NRS 206.330](#) or [392.148](#), [chapters 484A](#) to [484E](#), inclusive, of NRS or any other provision of law, the Department shall take such actions as are necessary to carry out the court's order.

[33:190:1941; A [1943, 268](#); [1947, 443](#); 1943 NCL § 4442.32]—(NRS A [1959, 287](#); [1969, 760, 761, 1508](#); [1971, 2030](#); [1973, 586](#); [1975, 787](#); [1981, 535, 1922](#); [1983, 1081](#); [1989, 1193, 1397, 1736](#); [1995, 741, 1156, 1165, 1361, 1372, 1917, 2401](#); [1997, 802, 1742, 2842, 2856, 3367](#); [1999, 474, 1384, 2135, 3409](#); [2001,](#)

[245](#), [246](#); [2003, 1154](#); [2005, 76, 132, 604](#); [2007, 2037, 2045, 2787](#); [2009, 1031, 1863](#); [2011, 1630](#); [2013, 2466](#); [2015, 1632](#); [2017, 4040](#); [2019, 681](#); [2021, 2448, 3294](#))

NV_FY25_405d_24-7_Authorization Statute

NRS 484C.392 Sobriety and drug monitoring program: Establishment; political subdivision may participate; requirements.

1. There is hereby established a statewide sobriety and drug monitoring program in which any political subdivision in this State may elect to participate.

2. The program established pursuant to subsection 1 must meet the federal definition of “24-7 sobriety program” in 23 C.F.R. § 1300.23(b).

3. Any person who is assigned to the program:

(a) Must abstain from alcohol and prohibited substances while assigned to the program.

(b) Must be subject to:

(1) Testing to determine the presence of alcohol in his or her system:

(I) At least twice each day at a testing location established by a designated law enforcement agency pursuant to [NRS 484C.393](#); or

(II) By using any other approved method set forth in the federal definition of “24-7 sobriety program” in 23 C.F.R. § 1300.23(b).

(2) If appropriate, random testing to determine the presence of a prohibited substance in his or her system at least two times each week, using any approved method set forth in the federal definition of “24-7 sobriety program” in 23 C.F.R. § 1300.23(b).

(c) Must be subject to lawful and consistent sanctions for using alcohol or a prohibited substance while assigned to the program or for failing or refusing to undergo required testing, including, without limitation, incarceration. Any such sanction must be an immediate sanction or, if the approved testing method being used pursuant to paragraph (b) does not allow for the imposition of an immediate sanction, a timely sanction.

(d) Is eligible for a restricted driver’s license pursuant to subsection 2 of [NRS 483.490](#) while participating in and complying with the requirements of the program if the driver’s license of the person is suspended or revoked.

(Added to NRS by [2019, 2749](#); A [2021, 2464](#))

NV_FY24_405e_DL Examination Questions

Serial Number: X1671558323

67. The use of a cellular phone or other handheld wireless communications device to engage voice communications is prohibited unless the device is used with a hands-free accessory.

- *A. True
- B. False

AnswerPicA: Names: NV18_DS_077C
AnswerPicB: Speech:
AnswerPicC: Incompat: , , , , , , , , ,
AnswerPicD: ActiveDate: 2018-09-25 23:00:00
AnswerPicE: InactiveDate: 2106-02-06 22:28:15
Difficulty: 75 Weighting:
Regulation: Page(s): Chapter 3, Page 41; Cell Phones and Texting Description:
Flags: SurveyRange: 0, 0

68. When operating a vehicle you may use a cell phone or other hand-held communication device to report an emergency, if stopping the vehicle is dangerous.

- *A. True
- B. False

AnswerPicA: Names: NV18_DS_078C
AnswerPicB: Speech:
AnswerPicC: Incompat: , , , , , , , , ,
AnswerPicD: ActiveDate: 2018-09-25 23:00:00
AnswerPicE: InactiveDate: 2106-02-06 22:28:15
Difficulty: 75 Weighting:
Regulation: Page(s): Chapter 3, Page 41; Cell Phones and Texting Description:
Flags: SurveyRange: 0, 0

NV_FY25_405g_List of Projects

405(g)

TSEP-2025-UNR-00044 University Nevada Reno – Pedestrian Safety & Enforcement

Funding Sources: 405(g)-NM

Budget: \$5,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.26(e)(2)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Laws and Enforcement

Location: Reno

This project funds the University of Nevada Reno (UNR) Police Services Pedestrian Safety Grant that has the goal of education and enforcement campaigns. Targeting motorists and pedestrians and focusing on safer driving, walking, and an overall better understanding of Nevada laws regarding roadway use.

TS-2025-UNLV-00074 University of Las Vegas Vulnerable Road Users Program

Funding Sources: 405(g)-NM

Budget: \$175,000.00

Subrecipient: University

Eligible Use of Funds: 23 CFR 1300.26(e)(3)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Education, Prevention, and Intervention, Communications and Outreach

Location: Las Vegas Metropolitan Area

This project through the University of Nevada, Las Vegas' Traffic Research Center mission is to eliminate critical and fatal crashes involving foot and bicycle users, motorcyclists and scooter riders. This is done through outreach, education and advocacy in every sector that affects the ability for human-powered transportation to safely reach their destination, including community education; working with road planners and developers, engineers, law enforcement and emergency responders; and through education of decision makers in the community, law enforcement, business leaders, first responders and government using multiple media outlets.

TS-2025-Carson City Public Works-00082 VRU Community Traffic Safety Program

Funding Sources: 405(g)-NM

Budget: \$10,000.00

Subrecipient: Carson City Public Works

Eligible Use of Funds: 23 CFR 1300.26(e)(3)(i)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Communication and Outreach

Location: Carson City County

This project provides funding for a community based VRU traffic safety program to significantly reduce the number of crashes involving vulnerable road users by implementing targeted interventions and raising awareness about the importance of road safety.

TS-2025-UNLV-00043 VRU Bicycle Safety

Funding Sources: 405(g)-NM

Budget: \$30,000.00

Subrecipient: UNLV

Eligible Use of Funds: 23 CFR 1300.26(e)(3)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Education, Prevention, and Intervention

Location: Southern Nevada

This project provides funding for bicycle outreach and education in southern NV to school-age children.

NV_FY25_1906_Racial Profiling Data law

NRS 484B.830 Standardized method to record in electronic traffic citation system: Development and implementation; information to be recorded; training and procedures; report; purpose.

1. Not later than January 1, 2022, the Department shall develop and implement a standardized method to be used by law enforcement officers to record information concerning traffic stops in an electronic traffic citation system. The standardized method must require the electronic traffic citation system to provide for the following information to be recorded for each stop:

- (a) The date and time of the stop;
- (b) The location of the stop;
- (c) The race, ethnicity, age and sex of the person stopped, based on the observations of the law enforcement officer responsible for reporting the stop;
- (d) The nature of, and the statutory citation for, the alleged violation that caused the stop to be made; and
- (e) The disposition of the stop, including, without limitation, whether:
 - (1) A warning, citation or summons was issued;
 - (2) A search was conducted and, if so:
 - (I) The type of search conducted; and
 - (II) Whether anything was found as a result of the search; and
 - (3) An arrest was made.

2. Not later than January 1, 2022, the Department, in consultation with law enforcement agencies, shall develop and implement training and procedures to facilitate the collection of information concerning traffic stops for which citations are issued through an electronic traffic citation system pursuant to subsection 1.

3. During the period beginning on January 1, 2022, and ending on December 31, 2025, each law enforcement officer that makes a traffic stop for which a citation is issued through an electronic traffic citation system shall record for each stop the information set forth in paragraphs (a) to (e), inclusive, of subsection 1, and each law enforcement agency shall retain such information.

4. Each law enforcement agency that engages in traffic stops for which citations are issued through an electronic traffic citation system shall report to the Department the information recorded for the previous calendar year pursuant to subsection 3 not later than February 1, 2023, and at least annually thereafter until February 1, 2026.

5. Information acquired pursuant to this section must be used by the Department only for statistical purposes and not for any other purpose. Any identifying information of a law enforcement officer who performed a traffic stop or a person who was stopped that is collected or held by the Department is confidential.

(Added to NRS by [2021, 1966](#))

NRS 484B.833 Standardized method to record for traffic stops for which written citations or warnings issued: Development and implementation; information to be recorded; training and procedures; forms; report; purpose.

1. Not later than January 1, 2024, the Department shall develop and implement a standardized method to be used by law enforcement officers to record information concerning traffic stops for which written citations or warnings are issued. The standardized method must require the information set forth in paragraphs (a) to (e), inclusive, of subsection 1 of [NRS 484B.830](#) to be recorded for each stop.

2. Not later than January 1, 2024, the Department, in consultation with law enforcement agencies, shall:

(a) Develop and implement training and procedures to facilitate the collection of information set forth in paragraphs (a) to (e), inclusive, of subsection 1 of [NRS 484B.830](#) concerning traffic stops for which written citations or warnings are issued; and

(b) Update written forms for traffic citations to accommodate the collection of information set forth in paragraphs (a) to (e), inclusive, of subsection 1 of [NRS 484B.830](#).

3. During the period beginning on January 1, 2024, and ending on December 31, 2025, each law enforcement officer that makes a traffic stop for which a written citation or warning is issued shall record for each stop the information set forth in paragraphs (a) to (e), inclusive, of subsection 1 of [NRS 484B.830](#), and each law enforcement agency shall retain such information.

4. Each law enforcement agency that engages in traffic stops for which written citations or warnings are issued shall report to the Department the information recorded for the previous calendar year pursuant to subsection 3 not later than February 1, 2025, for the 2024 calendar year and not later than February 1, 2026, for the 2025 calendar year.

5. Information acquired pursuant to this section must be used by the Department only for statistical purposes and not for any other purpose. Any identifying information of a law enforcement officer who performed a traffic stop or a person who was stopped that is collected or held by the Department is confidential.

(Added to NRS by [2021, 1966](#))

NRS 484B.837 Department may contract with third party to review information and conduct statistical analysis; report on results of analysis; Department shall seek gifts, grants and donations to enable contract with third party.

1. To the extent that money is available, the Department may contract with a third party to review all public information, including, without limitation, the prevalence and disposition of traffic stops reported by law enforcement agencies pursuant to [NRS 484B.830](#) and [484B.833](#), and conduct a statistical analysis of the data for the purpose of identifying patterns or practices of profiling.

2. If a third party with whom the Department contracts pursuant to subsection 1 conducts a statistical analysis, the third party must, not later than December 31 of the year in which the statistical analysis is conducted, report the results of the analysis to the Governor, the Department, the Chair of the Senate Standing Committee on Judiciary and the Chair of the Assembly Standing Committee on Judiciary.

3. The Department shall seek any available gifts, grants or donations to assist in enabling the Department to contract with a third party pursuant to subsection 1.

(Added to NRS by [2021, 1967](#))

NRS 484B.840 Department: Review of reports from third party contractor; provision of advice and assistance to law enforcement agencies; presentation to Peace Officers' Standards and Training Commission.

1. The Department shall review any reports provided to the Department by the third party with whom the Department contracts pursuant to subsection 1 of [NRS 484B.837](#).

2. After reviewing a report, the Department may provide advice or technical assistance to any law enforcement agency mentioned in the report. Any advice or technical assistance provided must be based on best practices in policing as determined by the Peace Officers' Standards and Training Commission.

3. Upon providing advice or technical assistance to a law enforcement agency pursuant to subsection 2, the Department shall, within a reasonable period, present to the Peace Officers' Standards and Training Commission a summary of the advice or technical assistance given. The presentation must be open to the public, feature live testimony by presenters and be held in accordance with [chapter 241](#) of NRS.

(Added to NRS by [2021, 1967](#))

NRS 484B.843 Department: Duty to record information in a central repository and make recorded data available to public. [Effective October 1, 2021, if the Department of Public Safety is able to perform its duties under this section using existing resources, or on the date on which federal funding is obtained to carry out the provisions of [NRS 484B.800](#) to [484B.847](#), inclusive, if the Department of Public Safety is not able to perform its duties under this section using existing resources.] The Department shall:

1. Record information reported to the Department pursuant to subsection 4 of [NRS 484B.830](#) and subsection 4 of [NRS 484B.833](#), other than any identifying information of a law enforcement officer who performed a traffic stop or a person who was stopped that is confidential pursuant to subsection 5 of [NRS 484B.830](#) or subsection 5 of [NRS 484B.833](#), in a central repository created by the Department to track data electronically concerning traffic stops on a statewide basis; and

2. Make such recorded data available to the public for the purpose of allowing the inspection of statistical information concerning traffic stops, including, without limitation, the race and ethnicity of the driver with regard to all traffic stops made on all public roads other than those classified as local or minor rural roads.

(Added to NRS by [2021, 1967](#), effective October 1, 2021, if the Department of Public Safety is able to perform its duties under this section using existing resources, or on the date on which federal funding is obtained to carry out the provisions of NRS 484B.800 to 484B.847, inclusive, if the Department of Public Safety is not able to perform its duties under this section using existing resources)

Agency Information Sheet

Refer to Grants Administration Manual under My Training Material above for more information.

Instructions:

Please complete this page, then click the Save button.

Required fields are marked with an *.

Agency Information Sheet

Project Title: *Traffic Records Data**

Amount of Request: \$611,224*

Applicant Agency Information

Physical Address

Congressional District 1*

Agency: BOR, NSHE obo the University of Nevada Las Vegas

Mailing Address

Street Address

4505 Maryland Pkwy
 PO Box 451055
 Las Vegas, NV 89154-1055
 Phone: 702-895-1357*

City *Las Vegas,** State *Nevada** Zip Code *89154* - 1055**

PO Box 451055

Organization Type

University or School

Seatbelt Policy *Seatbelt Policy.pdf**

Cellphone Use Policy *121699_878704-UNLVCellPhoneUsePolicy.pdf**

Non-Profit?* Yes No If Yes, attach copy of 501(c) (3).pdf *UNLV IRS Tax Determination 501(c)*

Check here if the 501(c) will be mailed.

Does this agency (City/County/Municipality) receive \$750,000 or more of federal financial assistance in the current year?*

Yes No

Please attach link to the most recent audit *NSHE Single Audit 2022.pdf*

Mailing Addresses

Mailing Addresses:

Nevada Department of Public Safety
 Office of Traffic Safety
 107 Jacobsen Way
 Carson City, NV 89701

Nevada Department of Public Safety
 Office of Traffic Safety
 4615 W. Sunset Road
 Las Vegas, NV 89118

Federal Tax ID#: 88-6000024

UEI Number: DLUTVJJ15U66

State Vendor #:

Project Description *

SB236 (2021) permits NV-DPS to contract with a third party for statistical analyses of traffic stop data for identifying patterns or practices of profiling. To meet SB236 requirements and build on prior activities, the UNLV STOP team proposes to use best practices to 1) generate an analytical report examining 2022 & 2023 NV traffic stop data; 2) share report findings with stakeholders, decisionmakers, and others; 3) conduct statistical analysis of traffic stop data from 2024; 4) create a beta version of an interactive traffic stop data dashboard; 5) update & maintain the project website.

Contacts

It is the organization's responsibility to ensure this information is kept current and staff roles are assigned in e-Grants.

Authorizing Official ("approving authority" signature needed for all purchases, budgeting, and/or management directives)

Name: *Lori Ciccone** Title: *Assistant Vice President, Office of Sponsored Programs*
 Phone: *(702) 895-5541** Fax:
 Email: *osp@unlv.edu**
 Signature Authority:* Yes No
Project Director (Grant manager for the project, the one who will do most of the work, hands-on)

Name: *Dr. Bertille Mavegam Tango** Title: *Project Manager*
 Phone: *(702) 823-3753** Fax:
 Email: *bertille.mavegamtango@unlv.edu**
 Signature Authority:* Yes No
Fiscal Officer (Agency's accountant, fiscal officer, the one who "pays the bills")

Name: *Jarrett Cocharo** Title: *Senior Financial Research Accountant*
 Phone: *(702) 895-1357** Fax:
 Email: *jarrett.cocharo@unlv.edu**
 Signature Authority:* Yes No
 Primary Contact for this Project:* Authorizing Official Project Director Fiscal Officer

Project Purpose

Instructions:

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Required fields are marked with an *.

Project Purpose

Problem Statement and Data that Supports the Problem *

All Nevadans have the right to travel on NV's roads safely. While Nevadans rely on law enforcement to monitor overall vehicular-related safety and adherence to NV laws, it is important to ensure that traffic enforcement is equitable and decisions to stop are not based on motorists' demographic or other factors. Analyzing traffic stop data can help address the existing concerns.

This proposal builds on work, which is currently in progress. Analyzing and interpreting traffic stop data is complex. As a result, project activities will rely on best practices in traffic stop data analyses and interpretation, building on work done and lessons learned in previous grant years.

We propose to continue efforts underway in FY24 to add more inferential analytic activities which require multiple years of data to investigate the trends and its associations. Also, the timely availability of data elements will be needed to conduct inferential analysis, such as decision to stop and/or hit rate ratio. Based on our data analyses, we will also be building and maintaining a beta version of the interactive public-facing dashboard, and this activity will solicit feedback from all stakeholders. We also propose to continue completing this work with input from the multidisciplinary STOP team as well as contacts from other states. Through this project, we hope to promote transparency, increase public trust, inform interventions to increase equity, and ultimately improve traffic safety in NV.

Passed in 2021, NV SB236 required NV-DPS to develop a standardized method for use by all law enforcement agencies to record specific information during traffic stops, including officer-perceived race, ethnicity, age and sex of the driver; information about the stop; and any police actions taken, such as issuing a warning, citation, or conducting a search. For implementation, NV leveraged traffic citation software (BRAZOS - Tyler Technologies) which is already used by law enforcement statewide, to collect the additional traffic stop data. SB236 also permits DPS to contract with a third party to analyze traffic stop data for "identifying patterns or practices of profiling." In response to SB236, a collaborative STOP team in strategic UNLV programs, including the Kirk Kerkorian School of Medicine at UNLV (SOM), School of Public Health (SPH), and Greenspun College of Urban Affairs' Department of Criminal Justice (CJ) was formed, in conjunction with DPS. During FY2024, this team has or is currently: 1) Conducting descriptive statistical analysis of preliminary traffic stop data collected in NV in calendar year 2022, 2) Generating a data summary report of findings from the descriptive statistical analysis of traffic stops data collected in NV during calendar year 2022, sharing report findings with stakeholders, decisionmakers, and others; 3) Updating the comprehensive report outline generated in FY23, based on descriptive and comprehensive traffic stop data analyses; 4) Conducting statistical analysis of traffic stop data collected in NV in 2022 and 2023, contingent upon timely traffic stop data delivery with all pertinent variables of interest; 5) Updating the interactive dashboard outline created in FY23 based on available traffic stop data; 6) Creating the beta version of the website.

To build on these activities and to support continued SB236 implementation, the STOP team proposes the following four objectives for FY25 achieved using available traffic stop data and completion of project goals in FY24: 1) generate an analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023; 2) Share report findings with stakeholders, decisionmakers, and others; 3) Conduct statistical analysis of traffic stop data collected in NV in calendar year 2024; 4) Create a beta version of an interactive traffic stop data dashboard using traffic stop data; 5) Update and maintain the project website created in FY24.

UNLV is uniquely positioned to meet the needs of SB236. The SOM currently receives NV citation data. SOM engages in behavioral traffic injury prevention research, leveraging a longitudinal, linked vehicular citation, crash, and injury database, and works at the intersection of healthcare and public health. Moreover, SOM has expertise in statistical analysis. SPH and CJ faculty have expertise in research, public health, equity, policy, law, law enforcement, and injury prevention. Additionally, CJ collaborates with law enforcement agencies on projects regularly. Collectively, the UNLV STOP team has broad expertise in several areas relevant to the proposed project. In addition, a skilled Database Architect was hired by the SOM and is integral to assuring the STOP database is structured and maintained appropriately and that data integrity is assured. UNLV researchers will combine their knowledge, skills, and expertise to meet NV's needs for transparency in traffic enforcement.

Equitable traffic enforcement and community trust in law enforcement are integral components of supporting traffic safety efforts in NV. A regularly updated STOP database and frequent analysis will provide stakeholders with objective

information to evaluate and ultimately address these and related concerns. This database, interactive dashboard, and a comprehensive report will provide stakeholders with the information necessary to identify challenges and possible inequitable practices to inform the need for potential intervention. Moreover, by fostering transparency and accountability, these efforts contribute to building community trust.

This project is modeled after best practices from other states that our team identified in previous grant years. For example, Oregon developed interactive dashboards for its STOP Data Collection Project, which include analyses using data collected across the state during each officer-initiated traffic stop. Oregon's dashboards contain interactive tabs with the ability to filter by law enforcement agency and statistical analysis method. These dashboards enhance transparency and accountability in policing by allowing the public, stakeholders, and government agencies to view and create graphs resulting from the data and statistical analyses. We will continue work on our dashboards and conduct complex statistical analysis using best practices (using, for example, veil of darkness and decision to stop analysis) with available data. The STOP team will ultimately disseminate findings through dashboards and a comprehensive report, with the ultimate goal of enhancing transparency and building community trust in law enforcement. Continued funding is critical for this project to progress and to meet the proposed goals.

Using the Highway Safety Countermeasures Guide link below, reference the countermeasure title and number chosen to address the identified problem.*

Data Collection

Data Accuracy

Highway Safety Countermeasure Guide: [link](#)

Project Goals

Instructions:

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Required fields are marked with an *.

Project Goals

1. Define the goals of this project based on the problem ID *

The goal of this project is to continue to develop and implement a Statistical Transparency of Policing (STOP) program in the State of Nevada that aligns with Nevada Senate Bill 236 (SB236 (2021)) and to make evidence-informed recommendations about data collection and program implementation to align with SB236 (2021). Additionally, annual reports and analyses will be used to inform recommendations for continuation/modification of future Nevada legislation to support Transparency of Policing (STOP) initiatives beyond 2025

Project Objectives

Instructions:

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Project Objective(s)

1. Identify specific, measurable, achievable, relevant and time specific steps to achieve the goal. (i.e. to increase/to decrease from ____ to ____) *

- 1) Generate an analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023
- 2) Share report findings with stakeholders, decisionmakers, and others
- 3) Conduct statistical analysis of traffic stop data collected in NV in calendar year 2024, in compliance with SB236, contingent upon timely traffic stop data delivery with all the pertinent variables of interest needed to conduct inferential statistics
- 4) Create a beta version of an interactive traffic stop data dashboard
- 4) Update and maintain the project website created in FY24

2. Include timeline. *

Please refer to Attachment A for a detailed project timeline.

3. Describe how your agency will continue to support this project to ensure longevity and effectiveness *

The National Highway Traffic Safety Administration (NHTSA) administers a racial profiling grant program using Section 1906 funds. Section 1906 was first adopted by Congress in 2005. Today, Section 1906 funds can be used to collect, maintain, and evaluate disparities based on race and ethnicity during traffic stops (Fixing America's Surface Transportation Act, Pub. L. No. 114-94 § 4011, 129 Stat. 1512 (2015)). Funds can also be used to create and implement related "programs, public outreach, and training" (Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 § 25024, 135 Stat. 880 (2021)). Section 1906 Funds are administered by NHTSA and by highway safety offices at the state level. To qualify for Section 1906 funding, a state must either: (1) maintain and allow the public to inspect race and ethnicity statistical information from motor vehicle stops [law states] or (2) assure the Department of Transportation it is taking steps to get to a point where it can maintain and allow the public to inspect race and ethnicity statistical information from motor vehicle stops [assurance states]. Disbursements of 1906 funds are currently capped at 10% for each law state and 5% for each assurance state of the available funds per fiscal year (Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 § 25024, 135 Stat. 880 (2021)). Recent changes also removed the limitation on assurance states to receive Section 1906 funds for no more than 2 fiscal years (Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 § 25024, 135 Stat. 880 (2021)). The UNLV Team will work with NV-DPS to assist, as appropriate, in securing Section 1906 funding. Concurrently, UNLV will seek other funding sources to support this work.

In addition, through its partnerships, the UNLV STOP team has established access to expertise to help this project succeed. The Council of State Governments (CSG) Justice Center and the Institute for Municipal and Regional Policy (IMRP) at the University of Connecticut School of Public Policy have secured funding from Arnold Ventures to provide technical assistance to multiple states. CSG and IMRP have offered to provide technical assistance to the UNLV STOP team. With more than ten years of experience designing and maintaining a STOP project, we believe that IMRP and with its national reach CSG are suited to provide support to Nevada related to methodology, and overall best practices for developing and maintaining this project. The STOP team had a kickoff meeting with CSG and IMRP in March 2024.

4. Select counties where the project will be implemented

Project Activities

Instructions:

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Project Activities

1. Describe the proven or innovative activities that will be undertaken, why they were chosen, how they will be carried out, by whom, and identify the month or quarter when the activities will be performed. Describe how activities tie to objectives.*

1. Generate an analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023. (Nov 24 - Dec 24)

a. Monthly team meetings

b. Project Manager, Graduate Assistants, and Research Assistant will work under the guidance of the Biostatistician to generate a draft report summarizing findings from the statistical analysis of traffic stop data collected in calendar year 2022 and 2023. This statistical analysis is to be conducted in FY24 (April 2024-September 2024).

c. Review of the draft report by the STOP team

d. Project Manager will share and receive feedback/approval from OTS on the draft report.

e. The STOP team will update and modify the report as needed, and finalize the report.

2. Share report findings with stakeholders, decisionmakers, and others (Dec 24 - Sept 25)

a. Monthly team meetings.

b. Project Manager will work under the guidance of the Principal Investigator and Co-Principal Investigators to share the report with stakeholders per SB236.

c. Project Manager will work under the guidance of the Principal Investigator and Co-Principal Investigators to plan and coordinate any official meetings to discuss the report.

3. Conduct statistical analysis of traffic stop data collected in NV in calendar year 2024, in compliance with SB236 contingent upon timely traffic stop data delivery with all the pertinent variables of interest (Feb 25 - Sept 25)

a. Monthly team meetings.

b. The STOP team will continue to receive store and clean traffic stop data from OTS.

c. The STOP team will meet with Tyler Technologies to coordinate data elements that are added during FY25, and update data dictionaries and institutional review board (IRB) protocol as appropriate.

d. The Database Architect, Project Manager, and Graduate Assistants will work under the guidance of the Biostatistician to further explore, audit, and clean the monthly traffic stop data collected in NV in calendar year 2024 and obtained from OTS monthly.

e. The Biostatistician will conduct the statistical analysis of the traffic stop data collected in NV in the calendar year 2024, with assistance from the project manager, the research assistant and the graduate assistant.

4. Create a beta version of an interactive traffic stop data dashboard using NV traffic stop data (Feb 25 - Sept 25)

a. Monthly team meetings.

b. Project Manager, Graduate Assistants, and Research Assistant will work with Biostatistician and Database Architect to create a beta version of the interactive dashboard, using the interactive dashboard structure generated in FY24, and launch data visualizations internally to pilot/troubleshoot beta versions of the interactive dashboard.

c. Project Manager, Graduate Assistants, and Research will work under the guidance of the Biostatistician to share and receive feedback from OTS and stakeholders on the beta version of the interactive dashboard and modify as needed. This may require several iterations.

5. Update and maintain the project website created in FY24 (Oct 24 - Sept 25)

a. Monthly and Ad-hoc meetings with Website Developer

b. Website Developer under the guidance of the STOP team, will update and maintain the website as needed.

Project Evaluation

Instructions:

Please complete this page, then click the Save button.

Required fields are marked with an *.

Project Evaluation

(How you will measure the success of this project)

1. Identify if this is an Outcome Evaluation and how each objective and the activities will be evaluated to determine progress so that it answers the question "Did the project achieve what it intended";

OR

Identify if it is a Process Evaluation and describe how the project will be evaluated to determine if it is being implemented as intended. Also describe who will evaluate the project and what their proficiency level is.*

Evaluation of the proposed project will consist of an internal process evaluation to determine if the project has been implemented as intended and has achieved the stated goal and objectives. Metrics will be regularly tracked and reported in regular communications with OTS, sponsor-required monthly progress reports, culminating in an annual final grant report. To explain it further, data will be inspected regularly to ensure that the dataset fulfills our goals (data utility), has the required quality along with the key variables needed for inferential statistics. This process will require regular coordination/meetings with the OTS and Tyler Technology.

This project will involve submitting deliverables including the analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023, and the beta version of the interactive data dashboard. Below are the project objectives and measurements of progress, including the metrics used to measure whether the intended deliverables of the project have been completed.

Program objectives and measurement of progress (metrics):

1. Generate analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023, and share report findings with stakeholders, decisionmakers, and others

a. Completion of the analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023. The statistical analysis is to be conducted in FY24.

b. Delivery of the analytical report examining traffic stop data collected in NV in calendar years 2022 and 2023 to designated stakeholders per SB236. Achievement of this step will be reported in progress reports.

2. Conduct statistical analysis of SB236 traffic stop data collected in NV in calendar year 2024

a. Completion of the statistical analysis of traffic stop data collected in NV in the calendar year 2024, by September 2025. Achievement of this step will be reported in progress reports.

3. Create a beta version of an interactive traffic stop data dashboard using traffic stop data

a. Creating the beta version of the interactive traffic stop data dashboard

b. Sharing and receiving feedback from stakeholders on the beta version of the interactive traffic stop data dashboard. This may take several iterations.

c. Updating and finalizing the dashboard

d. Completion of this objectives will be reported in progress reports

2. Include baseline data to indicate progress.*

This project represents the development and implementation of a statewide traffic stop database to improve law enforcement data transparency. Available traffic stop data specific to the statewide Tyler Technologies BRAZOS Law Enforcement database was delivered to UNLV researchers during the previous funded project periods. Counts parsed by distinct time periods (e.g. monthly) will be used to compare year-over-year data collection moving forward. Once the Interactive Dashboard is live, researchers will track timeliness of data availability to the public by quantifying time elapsed between 1) data delivery from Tyler Technologies to UNLV researchers, to 2) successful incorporation to the live dashboard.

Previous research of traffic stop data in Nevada is minimal. The STOP team conducted a descriptive analysis of traffic stop data collected in NV during calendar year 2022. A total of 271,765 traffic stop records from 41 law enforcement agencies were reported and evaluated. Approximately 77.5% of the 271,765 drivers stopped were White, 74.53% were non-Hispanic, and 62.77% were male. Most drivers (> 50%) were between the ages of 21 and 45. Most stops were reported by Nevada Highway Patrol (37.96%) and the Las Vegas Metropolitan Police Department (27.13%). Additionally, most reported traffic stops resulted in a citation (87.94%) or warnings (11.90%). Although the stop rate remained relatively consistent during 2022, there were slight drops during the months of June/July and September/October. Furthermore, the traffic stop rate was lower on weekends followed by an increasing trend of stops starting on Mondays, with most reported stops occurring in morning hours (28.87%) followed by afternoons (26.37%). Although this descriptive analysis provides basic demographic and trends description of traffic stops data collected in 2022, it does not provide information about potential disparities in traffic enforcement. Only inferential statistical analysis, with multiple year data can help better understand the existence, nature, and extent of potential disparities in traffic enforcement.

Other police stop data from two Nevada law enforcement agencies are available to the public via the Stanford Open Policing Project (<https://openpolicing.stanford.edu/>), specifically Henderson Police Department (HPD) and the Nevada Highway Patrol (NHP). From June 2011 through November 2019, HPD made 111,089 stops and shared the following data with Stanford: stop date and time; driver race, sex, and age; citation issued; and violation. During this period, HPD made 11 stops per 100 Black drivers, 5 stops per 100 Hispanic drivers, and 6 stops per 100 White drivers. From February 2012 through May 2016, NHP made 737,282 stops and shared the following data: stop date, driver race and age, citation issued, warning issued, arrest made, and violation. This data has been saved by UNLV researchers in tabular format and will be used for baseline data tracking.

3. If the organization will be coordinating with other agencies, list the agencies & their role in the project. *

** Kirk Kerkorian School of Medicine at UNLV (SOM) will lead the project under the guidance of the Principal Investigator Dr. Kuhls. A Project Manager, Dr. Mavegam Tango will oversee administrative tasks and ensure the smooth and efficient day-to-day operation of project related tasks and activities. Biostatistician Dr. Batra will conduct statistical analyses, oversee the creation of a traffic data interactive dashboard, and write the analytical report in collaboration with other team members. SOM staff will also collaborate with SPH to conduct stakeholder meetings to review drafts of deliverables and modify as necessary.*

** UNLV School of Public Health (SPH): Co-PIs Dr. Coughenour and Professor M. Gakh will assist in drafting and reviewing the analytical report, in collaboration with other team members. They will also co-lead with SOM investigators to conduct stakeholder meetings to review drafts of deliverables (e.g. draft of the analytical report, beta version of the interactive dashboard) and modify as necessary. Dr. Coughenour is an Associate Professor within the SPH and specializes in the relationship between community design and health outcomes, including crash risk factors, equity, and driver bias. She also has expertise in qualitative data analysis. M. Gakh, JD, MPH, is an Associate Professor within the SPH, and Associate Director of the UNLV Health Law Program. Of relevance to this proposal, M. Gakh has expertise in qualitative research, policy, equity, and the connections between law and health, including exploring laws and policies outside the health sector that impact health. A graduate assistant from the SPH will also be a valuable resource.*

** UNLV College of Urban Affairs - Department of CJ: Dr. Sousa will serve on the Research Team as a co-investigator and subject matter expert. Dr. Sousa is the Director of the Center for Crime and Justice Policy, a Professor in the Department of CJ, and has overseen previous research on racial discrepancies in Las Vegas. His current projects involve police order-maintenance practices and policing technologies.*

** CSG and IMRP will provide technical assistance to the UNLV STOP team, pending the execution of an agreement. Technical assistance includes support related to methodology, statistical analysis, and overall best practices for developing and maintaining this project.*

** This research project is contingent upon effective collaboration with the NV-OTS and Tyler Technologies, who jointly manage state electronic traffic citations.*

Budget

Instructions:

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Required fields are marked with an *.

Budget

Amount Requested:	\$611,224		
Category	Federal Funds	Match 25%	Project Total
Personnel	\$462,937	\$152,806	\$615,743
Travel	\$8,000	\$	\$8,000
Contract Services	\$1,500	\$	\$1,500
Equipment**	\$	\$	\$0
Other Direct Costs	\$14,412	\$	\$14,412
Indirect Costs	\$124,375	\$	\$124,375
Program Income	\$0	\$	\$0
Total Expenses	\$611,224	\$152,806	\$764,030

Check if equipment requested in the Category: Equipment and/or Other Direct Costs.

**Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds the lesser of: (a) \$10,000; or (b) The recipient's or subrecipient's capitalization threshold for financial statement purposes. Note: Items that do not meet the equipment definition will be entered under Other Direct Costs.

Provide the best estimates possible for each line item requested with a breakdown of costs . Describe any anticipated program income, indirect costs, and what will be used to fulfill the match requirement. *

Personnel: \$462,937

PI Dr. Kuhls - 8% FTE (Full Time Equivalent): \$41,865 + Fringe (31.9%): \$13,355 Total = \$55,219

Co-PI Dr. Coughenour - Partial course buy-out and/or summer salary: Not to exceed \$13,549 (8.3% FTE) + Fringe (33.4%): \$4,525 = Total = \$18,074

Co-PI Mr. Gakh - Partial course buy-out and/or summer salary: Not to exceed \$13,590 (8.3% FTE) + Fringe (33.4%): \$4,539 = Total = \$18,129

Project Manager Dr. Mavegam - 100% FTE: \$148,955 + Fringe (33.4%): \$49,751 = Total = \$198,706

Co-I/Biostatistician Dr. Batra - 20% FTE: \$27,922 + Fringe (33.4%): \$9,326 = Total = \$37,248

Co-I Dr. Sousa - ECC and/or summer salary: Not to exceed \$7,542 (4.8% FTE) + Fringe (33.4%): \$2,519 = Total = \$10,061

Database Architect - Porter - 30% FTE: \$36,068 + Fringe (33.4%): \$12,047 = Total = \$48,115

Grant and Research Director - Noeheelani Antolin - 5% FTE: 5,452 + Fringe (33.4%): \$1,821 = Total = \$7,273

Grant coordinator - Cathleen Danheiser - 5% FTE: 5,278 + Fringe (33.4%): \$1,763 = Total = \$7,041

Research Assistant TBD - 50% FTE: \$28,028 + Fringe (33.4%): \$9,361 = Total = \$37,389

GA (1 Master level GA)- 50% FTE: \$22,667 + Fringe (13.3%): \$3,015 = Total = \$25,681

Travel: \$8,000

Travel costs for project staff, as needed, by any member of the project team.

The majority of trips will be to attend/present at scientific/professional conferences. Airfare, lodging and other expenses will depend on the conference location, and other factors. We estimate 2 trips for conferences at \$3,312.5/trip. Potential conference travel includes national and regional traffic safety and public health meetings. Examples include the Traffic Records Forum (TRF), Lifesavers, Transportation Research Board (TRB) annual meeting, American Public Health Association (APHA) annual meeting, Nevada Public Health Association (NPHA) annual meeting, and the Nevada Traffic Safety Summit (NVTSS).

Total Travel Costs: \$8,000

Other Direct Costs: \$14,412

Materials/Supplies: new and renewable software licenses for programs such as Power BI (\$13.44/month per user, 5 users = \$807); ; Azure Blob Storage (\$10/month, 12 months = \$120); ; XL Stat (\$250x8=\$2,000) Total = \$2,927

GA Tuition (1 students): Total = \$8,485

3 conference registration fees & organizational memberships. Estimating an average of \$1,000 registration & membership fees per conference/organization. Examples include TRF, Lifesavers, TRB annual meeting, ATSIP, NPHA, and NVTSS.

Total = \$3000

Contract Services: \$1,500

Web Dev./Maint. - \$150/hr, 10 hours: \$1,500

Indirect Costs: \$124,375

26% facilities & admin costs- Indirect Costs: \$124,375

Total Expenses: \$611,224

Match (25%): \$152,806

Cost-share match will be covered using in-kind personnel match = \$152,806

Nevada 2025 Annual Grant Application Amendment Requests

The Following Projects are Submitted for Funding Increase Approval:

*Request \$10,000 increase from \$50,000 to \$60,000. The project will be re-named from 2025-NVOTS-TBD CPST/I Program Support Child Passenger Safety Funding to PMO-2025-NVOTS-19

PMO-2025-NVOTS-19 CPST/I Program Support Child Passenger Safety Funding

Sources: 405(b)

Budget: \$60,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Program Management and program Support

Location: Statewide

Serves High Needs/Underserved Populations: Yes

This project provides funding in support of Occupant Protection activities in communities statewide. Per the THSP PPE plan, special focus on ensuring access to CPS services for tribal populations and remote rural areas, in addition to inner-city low-income families, is supported by this project.

*Request \$25,500 increase from \$37,500 to \$63,000.

TS-2025-LVMPD-93 Las Vegas Metropolitan PD Phlebotomy Training

Funding Sources: 405(d)-IC

Budget: \$63,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(vi)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: DUI Laws and Enforcement

Location: Southern Nevada

This project funds the training of staff to conduct phlebotomy. Expanding the number of staff to conduct blood draws will improve the timeliness of those draws to stay within the 2-hour limit and will help ensure those staff members will be available to provide court testimony on the blood draw process.

*Request \$3,000 increase from \$20,000 to \$23,000. The project will be re-named from 2025-NVOTS-TBD Professional Development to FO-2025-NVOTS-12.

FO-2025-NVOTS-12 Professional Development

Funding Sources: 402

Budget: \$23,000.00

Subrecipient: OTS/Program Support

Eligible Use of Funds: 402 - 23 CFR 1300.13(a)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Location: N/A

Countermeasure Strategy: Program Management and Program Support

This project funds professional development and training related to traffic safety programs.

*Request \$75,000 increase from \$150,000 to \$225,000, reallocate the funding source by allowable activities and modify the project description as described below.

The project will be re-named from 2025-NVOTS-TBD Report Preparation and Traffic Safety Summit to FO-2025-NVOTS-22 Safety Programs Support.

FO-2025-NVOTS-22 Safety Programs Support

Funding Sources: 402 - \$105,000.00, 402-PA - \$20,000.00, 405c-\$100,000.00

Budget: \$225,000.00

Subrecipient: OTS/Operations

Eligible Use of Funds: 23 USC 402(a)(2)(A) & 23 CFR 1300.22(d)(6)(7)(9)

P&A: Yes

Disposition of Unexpended Balances: No

Countermeasure Strategy: P&A

Location: N/A

405c - \$100,000. Provide support to the Office of Traffic Safety (OTS) Traffic Records Program to implement, track, and update the Traffic Records Strategic Plan, align crash reporting with new MMUCC standards, prepare Nevada Safety Crash Facts and the interactive Crash Data Dashboard.

402 P&A - \$20,000. Provide support for updates to the triennial FY24-26 Highway Safety Plan (HSP), preparation of the 2024 Annual Report and 2025 AGA. This includes performance target development, performance measurement, formatting, collection of information and documentation and assistance with PPE planning processes.

402 - \$105,000. Provide meeting facilitation and support for the Nevada Committee on Testing for Intoxication (COTI) or other task forces or committees. Provide professional services and consultation to include best practices review, preparation of presentation materials or other documents, program consultation services, etc. Includes reimbursable expenses for the 2024 Nevada Traffic Safety Summit.

The Following Projects are submitted for Budget Modifications Approval:

*Request to move \$12,000 to section 402 from section 405(d)-IC. The total funding amount of this project will not change.

TS-2025-WCDA-71 Washoe County DA TSRP

Funding Sources: 402 - \$52,000.00, 405(d)-IC - \$238,000.00

Budget: \$290,000.00

Subrecipient: Local Government

Eligible Use of Funds: 23 CFR 1300.23(j)(1)(iii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Prosecution, Adjudication, Education and Offender Programs

Location: N/A

This project supports a Traffic Safety Resource Prosecutor, or TSRP, to serve as a liaison between law enforcement and the District Attorney's prosecutors and provide information and training to both law enforcement and the prosecutors, with the goal of improving the success rate of DUI prosecutions.

*Request modification between several funding sources to allocate according to program usage. The overall budget will not change.

402 - \$77,634

405(b) – \$6,110

405(c) - \$7,940

405(d) IC - \$27,089

405(g) NM - \$2,164

164 - \$46,570

1906 - \$6,593

The project will be re-named from 2025-NVOTS-TBD eGrants System to FO-2025-NVOTS-21 Grants Management System.

FO-2025-NVOTS-21 Grants Management System

Funding Sources: 402

Budget: \$141,598.00

Subrecipient: OTS/Operations

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: Yes

Disposition of Unexpended Balances: No

Countermeasure Strategy: P&A

Location: N/A

This project funds the OTS grants management system.

The Following Projects Will Not Be Implemented and Will Be Removed from Our

Projects List:

OP-2025-EV Fam-21 East Valley Family Services Child Passenger Safety Funding

Sources: 405(b)

Budget: \$10,000.00

Subrecipient: Community Organization

Eligible Use of Funds: 23 CFR 1300.21(g)(1)(ii)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use/Child Restraint Inspection Stations

Location: Las Vegas Metropolitan Area

Serves High Needs/Underserved Populations: Yes

**TS-2025-Nevada Department of Education-17 Education & Outreach to Schools
Funding Sources: 402**

Budget: \$75,000.00

Subrecipient: State Agency

Eligible Use of Funds: 23 USC 402(a)(2)(A)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Pedestrian Safety, School age Children

Location: Statewide

TS-2025-UNLV-57 AI Speech Recognition Crash Reports

Funding Sources: 405(c)

Budget: \$280,000.00

Eligible Use of Funds: 23 CFR 1300.22(d)(9)

Subrecipient: University

P&A: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

2025-NVOTS-TBD Master Program Support Crash Location Improvement

Funding Sources: 405(c)

Budget: \$100,000.00

Subrecipient: OTS/ Program

Eligible Use of Funds: 23 CFR 1300.22(d)

P&A: No

Disposition of Unexpended Balances: No

Countermeasure Strategy: Data Accuracy, Completeness and Uniformity

Location: N/A

The Following Projects Are Name Updates Only:

2025-NVOTS-TBD (AGA pg. 3) is now PMO-2025-NVOTS-16 Joining Forces Traffic Safety Enforcement Program Funding

Nevada has a robust Traffic Safety Enforcement Program (TSEP) across multiple law enforcement agencies that conduct specific enforcement events covering all of Nevada's counties, rural and urban areas, and focusing on driving behaviors represented in crash statistics.

2025-NVOTS-TBD (AGA pg. 4) is now PMO-2025-NVOTS-1 Speed Safety Program

This project funds development of speed safety initiatives

2025-NVOTS-TBD (AGA pg. 10) is now FO-2025-NVOTS-2 Master Public Participation and Engagement

This project provides funding for Public Participation and Engagement activities in support of the Nevada Highway Safety Plan.

2025-NVOTS-TBD (AGA pg. 10) is now PMO-2025-NVOTS-5 Roadside Safety Program

This project funds development and support of roadside safety initiatives for first responders and emergency personnel.

2025-NVOTS-TBD (AGA pages 10, 11, 17, 19 & 27) is now FO-2025-NVOTS-20 Master Program Support

This Project provides funding for program wages, travel and associated operating costs.

2025-NVOTS-TBD (AGA pg. 11) is now PMO-2025-NVOTS-10 Master Program Underserved Communities

This Project provides funding to develop initiatives to support underserved communities.

2025-NVOTS-TBD (AGA pg. 16) is now PMO-2025-NVOTS-24 TRCC Enforcement Mobile Working Group

This project supports the Enforcement Mobile Law Enforcement Working Group to provide training and facilitate regular communication of Law Enforcement agency representatives on ongoing improvements and changes to the Nevada e-Cite and eCrash reporting environment.

2025-NVOTS-TBD (AGA pg. 17) is now PMO-2025-NVOTS-23 Enforcement Mobile Equipment

This project supports equipment and technology upgrades necessary for successful implementation of Enforcement Mobile as statewide e-Cite and e-Crash system.

2025-NVOTS-TBD (AGA pg. 19) is now PMO-2025-NVOTS-9 Master Program Support 24x7 Expansion

This project is funded to expand the 24/7 program to rural Nevada areas.

2025-NVOTS-TBD (AGA pg. 23) is now PMO-2025-NVOTS-17 Judicial Outreach Liaison

This project funds Judicial Outreach Liaison to collaborate, provide training, and communicate with DUI courts, tribal courts, law enforcement and other stakeholders.

2025-NVOTS-TBD (AGA pg. 23) is now PMO-2025-NVOTS-3 DRE/ARIDE Program

This project provides funding for DRE and ARIDE training statewide.

2025-NVOTS-TBD (AGA pg. 24) is now PMO-2025-NVOTS-18 DUI Education

This project provides funds to improve the investigation and prosecutions of crimes stemming from DUI fatal crashes, fund specialized training for judges in the adjudication of DUI cases during the annual conference sponsored by the Administrative Office of the Courts, and to develop a course for cannabis servers to understand the effects of the products they serve and their responsibility to customers exhibiting impairment.

2025-NVOTS-TBD (AGA pg. 24) is now PMO-2025-NVOTS-11 Statewide eWarrant

This project funds deployment of statewide eWarrant. Many larger law enforcement agencies have adopted eWarrant systems within their jurisdictions, however, small law enforcement agencies, particularly in rural locations have lagged behind in use of eWarrant. Distance to testing facilities and access to court personnel after hours necessitates use of eWarrant to maintain DUI arrest toxicological testing within required timeframes.

2025-NVOTS-TBD (AGA pg. 25) is now PMO-2025-NVOTS-8 Statewide Intoxilyzer

This project provides funding for technology to better increase the scope, quantity, quality, and timeliness of forensic toxicology chemical testing.

2025-NVOTS-TBD (AGA pg. 27) is now PMO-2025-NVOTS-4 Motorcycle Safety

This project funds motorcycle safety activities such as improvements to safety training curricula, instructor recruitment and public awareness campaigns.

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Nevada

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[U] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature

6/27/24

Signature Governor's Representative for Highway Safety

Date

George Togliatti

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Nevada

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Attachment Number NV_FY25_405b_OP Program Area Plan (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Attachment Number NV_FY25_405b_OP Program Area Plan (pages 9-11) (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Attachment Number NV_FY25_405b_OP Program Area Plan (pages 11-17) (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Attachment Number NV_FY25_405b_OP Program Area Plan (pages 17-21) (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

- Coverage of all passenger motor vehicles;

- Minimum fine of at least \$25;

- Exemptions from restraint requirements.

- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

- The State's comprehensive occupant protection program is provided as follows:
- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - o The name and title of the State's designated occupant protection coordinator is _____.
 - o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Attachment Number NV_FY25_405c_TRCC Strategic Plan (page 17) _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 5/25/23 (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 10/1/18 (date) and last amended on 6/4/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

Attachment Numbers NV_FY25_405d_Ignition Interlock_Statutes and NV_FY25_405d_Ignition Interlock_Required Days

- Identify all alcohol-ignition interlock use exceptions.

Attachment Number NV_FY25_405d_Ignition Interlock_Use Exceptions

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 3/25/43 (date) and last amended on 6/4/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

Attachment Number NV_FY25_405d_24-7_License Restriction

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 6/6/19 (date) and last amended on 6/4/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

Attachment Number NV_FY25_405d_24-7_Authorization Statute

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Attachment Number NV_FY25_405e_DL Examination Questions (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at
Attachment Number NV_FY25_405g_List of Projects _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at
_____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at
_____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at Attachment Number NV_FY25_1906_TS-2025-UNLV-7 (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

[Click here to validate form fields and permit signature](#)



8/29/2024

Signature Governor's Representative for Highway Safety

Date

George Togliatti

Printed name of Governor's Representative for Highway Safety