



NHTSA


NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Impaired Driving Partner Update

Jennifer Davidson

NHTSA, Highway Safety Specialist, Impaired Driving Division

May 24, 2023



Save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards and enforcement activity.

.....

NHTSA's Mission

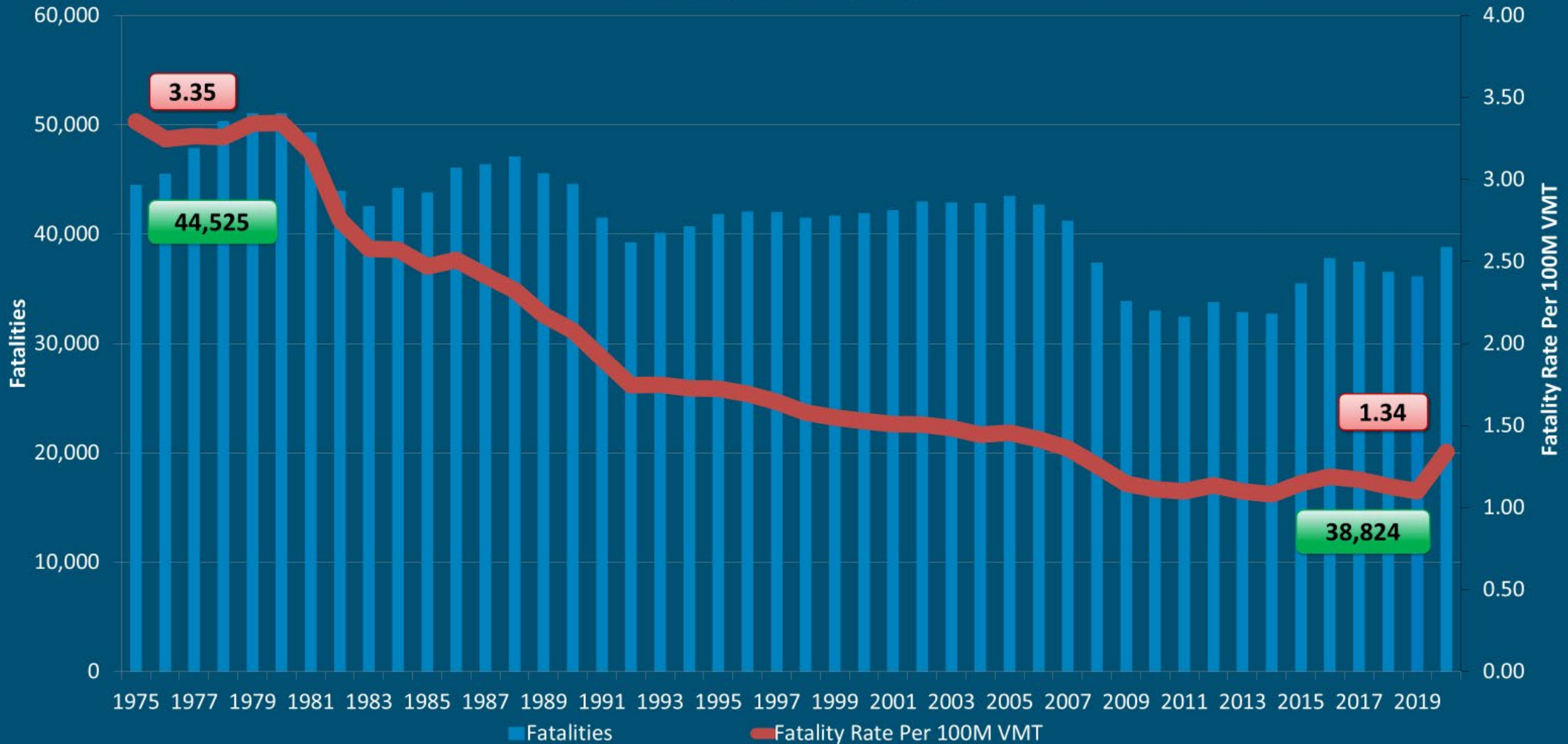


Fatal Motor Vehicle Crash Update Fatality Analysis Reporting System (FARS)

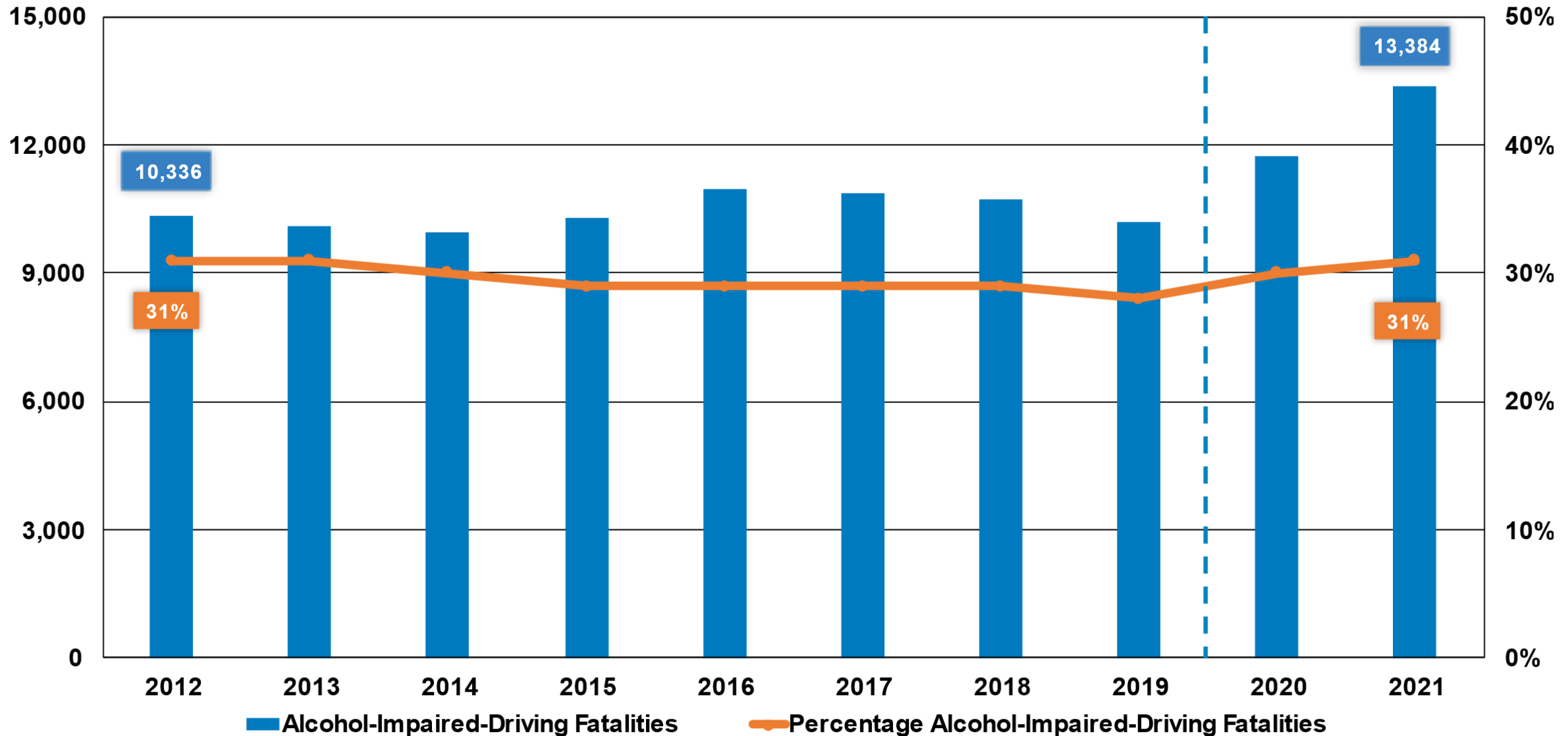
.....

- 42,939 Traffic Fatalities in 2021
- 10% Increase in fatalities from 2020
- 13,384 Alcohol-impaired fatalities (14% increase)

FATALITIES & FATALITY RATE (PER 100M VMT) 1975-2020



Alcohol-Impaired-Driving Fatalities



Impaired Driving

.....

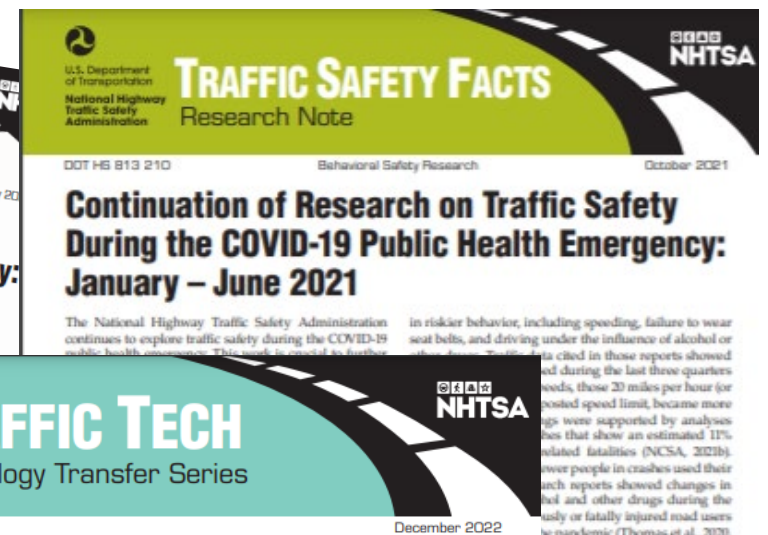
A public health crisis

Nearly 1 in 3 fatal
crashes involves an
impaired driver



Examination of the Traffic Safety Environment During the Second Quarter of 2020

Special Report



Given the importance of the findings across these reports, NHTSA immediately convened a series of workshops with national partners, State highway safety professionals, and researchers. In these meetings, the NHTSA's Office of Behavioral Safety Research

Alcohol and Drug Prevalence Among Seriously or Fatally Injured Road Users

By Amy Berning

Background

NHTSA is interested in learning about the prevalence of drug and alcohol positivity among road users in the United States. This study collected blood samples across several Level-1 trauma centers and morgues from those admitted after motor vehicle crashes. The results of this research increase our knowledge of substance use and traffic safety. The National Roadside Surveys were designed to provide information on the prevalence of alcohol and drugs in drivers, at the time of driving. NHTSA's "Virginia Beach study" on crash risk examined the prevalence of alcohol and drugs in crash-involved drivers and control (non-crash) drivers. That study increased our knowledge considerably regarding crash risk associated with alcohol and drug use; however, most crashes resulted in property damage only or minor injuries, limiting information on serious crashes. In this current study, NHTSA advanced the research on two significant fronts. First, the focus was on the most serious of crashes – those that involved someone either admitted to a Level-1 trauma center, or who had died at the scene of the crash and been transported to a medical examiner's office. Second, the study obtained data across types of road users besides drivers, such as pedestrians and bicyclists.

NHTSA released interim results of this study in October 2020 (DOT HS 813 013) that included an analysis of alcohol and other drug prevalence before and during the COVID-19 public health emergency from the data collection in our initial five sites. Additional interim data were included in the Office of Behavioral Safety Research series, *Research Notes on COVID and Traffic Safety* (DOT HS 813 011, DOT HS 813 069, DOT HS 813 135). Since then, data were obtained from two more sites, and thousands more road users.

Research Objective

This study examined prevalence of alcohol and over-the-counter, prescription, and illegal drugs in the blood of a large sample of seriously or fatally injured drivers and other road user crash victims.

Methods

Participants	
Drivers, including motorcyclists	4,798
Passengers	1,031
Bicyclists	255
Pedestrians	983
Other	129
Unknown	83

The study included seven Level 1 trauma centers with large catchment areas. Medical examiner (ME) offices participated at four sites. Due to staggered on-boarding, researchers conducted data collection in the periods shown.

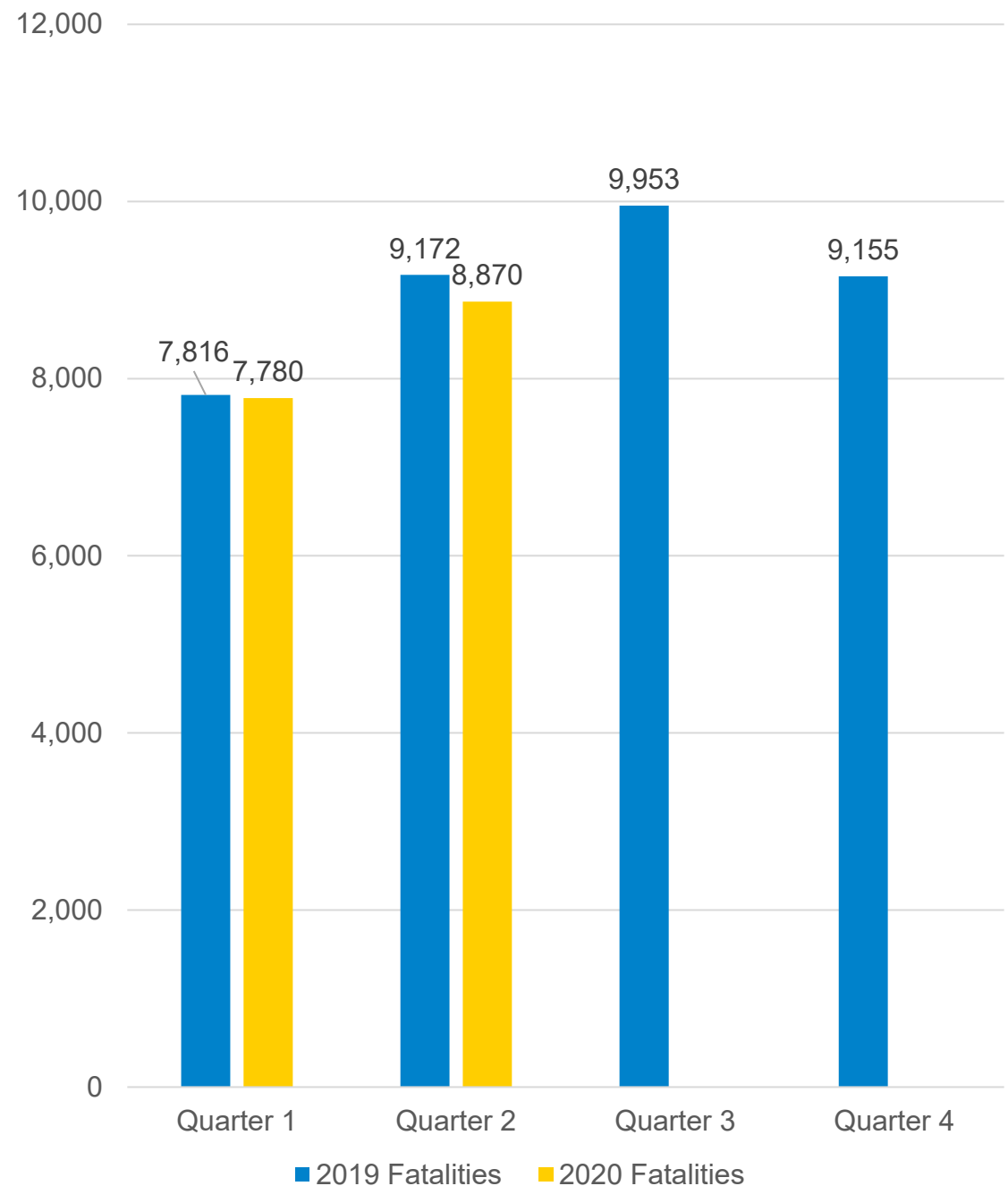
Jacksonville, FL: September 10, 2019, to July 31, 2021	Worcester, MA: January 27, 2020, to July 31, 2021
Charlotte, NC: September 16, 2019, to July 31, 2021	Iowa City, IA: August 24, 2020, to July 31, 2021
Miami, FL: October 17, 2019, to July 31, 2021	Sacramento, CA: November 13, 2020, to July 31, 2021
Baltimore, MD: December 11, 2019, to July 31, 2021	

Level-1 trauma centers routinely obtain blood samples from all patients; from each of these samples approximately 6 ml of blood was collected to test for the presence of alcohol and other drugs. Blood samples were de-identified and sent to a forensic toxicology lab for screening and confirmatory analyses. Samples were tested for a variety of drugs known to have potentially impairing effects on driving-related behaviors. The drugs included "parent" drugs and their active metabolites.

Results

Table 1 provides summary information on the 7,279 road users in the study. See the full report for detail on drug and alcohol prevalence across road user types (e.g., passengers, pedestrians) and drug categories.

Fatalities by Quarter, 2019 & 2020



Foundation in Data

The number of fatalities in Q1 and Q2 was lower in 2020 than in the previous year. This is unequivocally good.

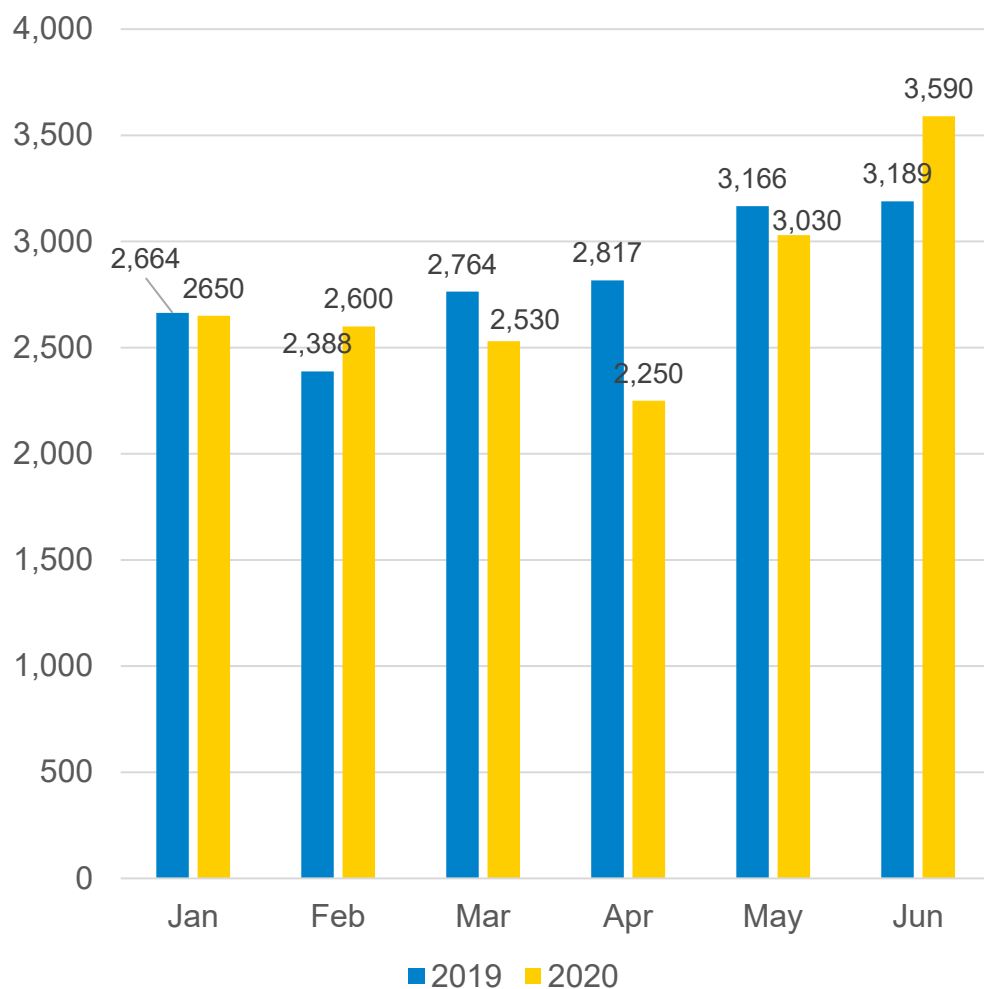
However, the fatality rate per 100 million vehicle miles traveled (VMT) increased substantially.

	Q1	Q2
2019	1.05	1.08
2020	1.10	1.42

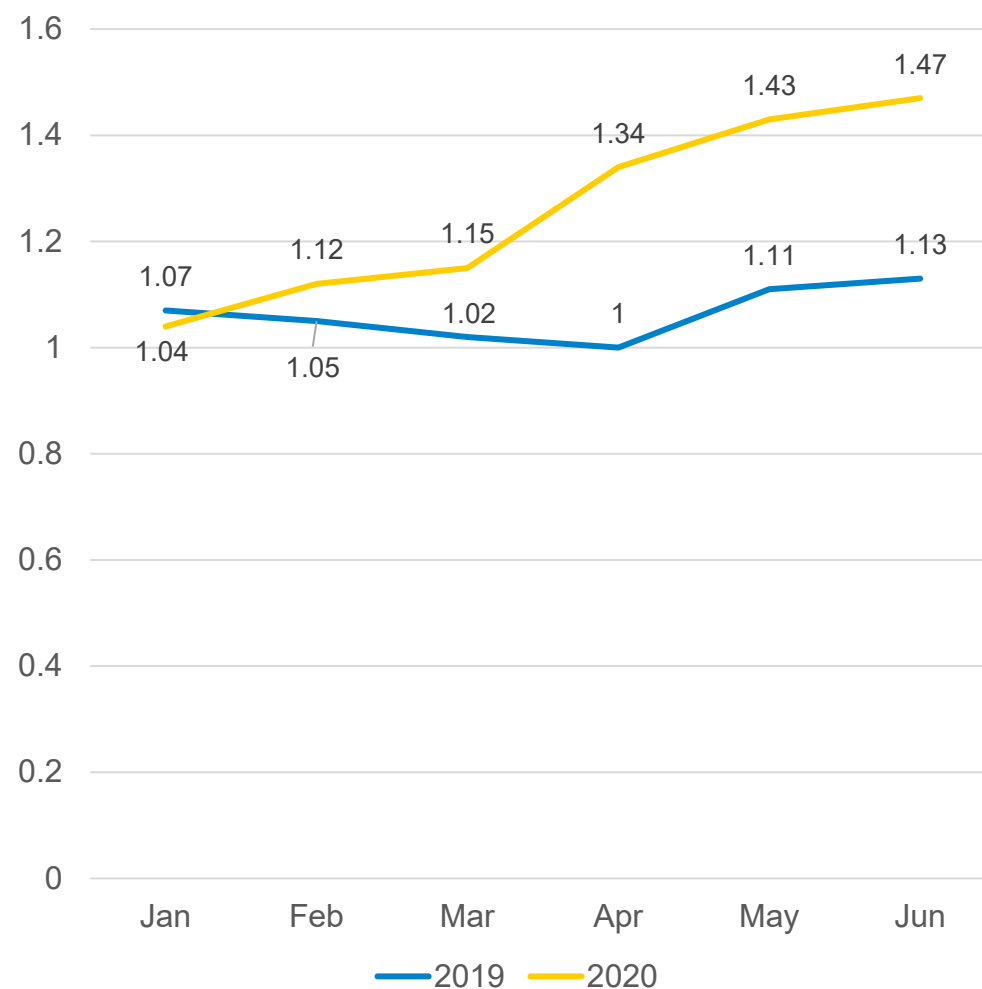
We need to understand why.

Source: Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (Jan–Jun) of 2020

Fatalities by Month (Jan-Jun), 2019 & 2020



Fatality Rate Per 100M VMT by Month (Jan-Jun), 2019 & 2020



Source: Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (Jan–Jun) of 2020

Enforcement Changed

- **More than 900 first responders have died from COVID-19 through October 21, 2021**
 - **Law Enforcement comprise two-thirds of first responder fatalities**
- Through at least May, many law enforcement agencies had policies limiting interactions with the public and arrests
 - Reductions in stops, DWI arrests, speeding citations, belt citations
 - Deterrence through highly visible enforcement was not there
- In conversations with our Regions, States described reductions in traffic safety enforcement activity

Risky Behavior – Known and Seen

Speed – driving speeds increased

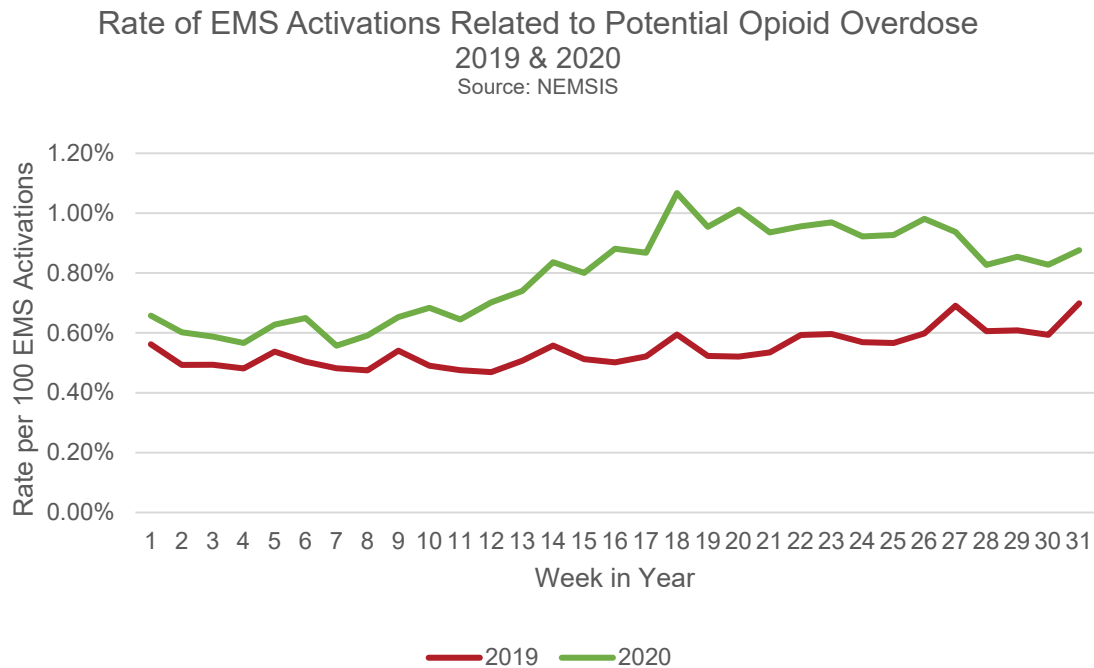
Seatbelts – ejection rates increased

Drugs and Alcohol -

- **Increase in opioid-related EMS calls** and Naloxone administration – more pronounced in urban areas
- **Increase in marijuana sales (taxes), alcohol sales**, reported self-medication
- **Increase in prevalence of drugs and alcohol** among critically injured road users at five trauma centers

Documented Increases in Drug and Alcohol Use

.....



- Wholesale and retail sales of alcohol were at record levels in May and June
- States that reported their marijuana sales revenues showed dramatic increases throughout the quarter
- Significant increases in EMS calls related to opioid overdoses
- Surveys showed self-reported increases in drug and alcohol use

Alcohol & Other Drugs Seen in Trauma Patients Increased

.....

- Proportion of **drivers** who were Motor Vehicle Crash trauma patients with **alcohol**, **marijuana** and **opiates** on board compared to pre-March 16 is up

Drug	Before March 16 (dating to Sept 2019)	After March 16	Medical Examiner Data
Alcohol	21.8%	28.3%	35.8%
Cannabinoids (THC)	20.8%	32.7%	28.0%
Opioids	7.5%	13.9%	15.3%

- Highest BAC ranges showed biggest increases
- Antidepressants down

Note: All data presented on this slide is significant at the .05 level

Drugs and Driving: Prevalence

Table 1. Drug Category Prevalence by Case Source for All Road Users

Drug Category	Trauma Center (n=6,382)			Medical Examiner (n=897)			Total (N=7,279)		
	n	%	95% CI	n	%	95% CI	N	%	95% CI
Alcohol	1,364	21.4	[20.4, 22.4]	321	35.8	[32.7, 39.0]	1,685	23.1	[22.2, 24.1]
Cannabinoids ^a	1,579	24.7	[23.7, 25.8]	251	28.0	[25.1, 31.0]	1,830	25.1	[24.2, 26.1]
Stimulants	675	10.6	[9.8, 11.3]	112	12.5	[10.4, 14.8]	787	10.8	[10.1, 11.5]
Sedatives	475	7.4	[6.8, 8.1]	73	8.1	[6.5, 10.1]	548	7.5	[6.9, 8.2]
Opoids	541	8.5	[7.8, 9.2]	137	15.3	[13.0, 17.7]	678	9.3	[8.7, 10.0]
Antidepressants	64	1.0	[0.8, 1.3]	10	1.1	[0.6, 2.0]	74	1.0	[0.8, 1.3]
Over-the-Counter	106	1.7	[1.4, 2.0]	39	4.3	[3.2, 5.8]	145	2.0	[1.7, 2.3]
Other Drugs	97	1.5	[1.2, 1.8]	36	4.0	[2.9, 5.4]	133	1.8	[1.5, 2.2]
Positive for Any Drug	3,456	54.2	[52.9, 55.4]	607	67.7	[64.6, 70.7]	4,063	55.8	[54.7, 57.0]
Drug Negative	2,926	45.8	[44.6, 47.1]	290	32.3	[29.3, 35.4]	3,216	44.2	[43.0, 45.3]
Positive for 2 or More Drug Categories	1,163	18.2	[17.3, 19.2]	286	31.9	[28.9, 35.0]	1,449	19.9	[19.0, 20.8]

^aActive THC (Δ-9-THC or 11-OH-THC).

Notes: "Drug" refers to alcohol and all other drugs included on this study's toxicology panel. This table combines data from all road users (drivers, pedestrians, bicyclists) included in the study.



TRAFFIC TECH

Technology Transfer Series



DOT HS 813 400

December 2022

Alcohol and Drug Prevalence Among Seriously or Fatally Injured Road Users

By Amy Berning

Background

NHTSA is interested in learning about the prevalence of drug and alcohol positivity among road users in the United States. This study collected blood samples across several Level-1 trauma centers and morgues from those admitted after motor vehicle crashes. The results of this research increase our knowledge of substance use and traffic safety. The National Roadside Surveys were designed to provide information on the prevalence of alcohol and drugs in drivers, at the time of driving. NHTSA's "Virginia Beach study" on crash risk examined the prevalence of alcohol and drugs in crash-involved drivers and control (non-crash) drivers. That study increased our knowledge considerably regarding crash risk associated with alcohol and drug use; however, most crashes resulted in property damage only or minor injuries, limiting information on serious crashes. In this current study, NHTSA advanced the research on two significant fronts. First, the focus was on the most serious of crashes—those that involved someone either admitted to a Level-1 trauma center, or who had died at the scene of the crash and been transported to a medical examiner's office. Second, the study obtained data across types of road users besides drivers, such as pedestrians and bicyclists.

NHTSA released interim results of this study in October 2020 (DOT HS 813 013) that included an analysis of alcohol and other drug prevalence before and during the COVID-19 public health emergency from the data collection in our initial five sites. Additional interim data were included in the Office of Behavioral Safety Research series, *Research Notes on COVID and Traffic Safety* (DOT HS 813 011, DOT HS 813 069, DOT HS 813 135). Since then, data were obtained from two more sites, and thousands more road users.

Research Objective

This study examined prevalence of alcohol and over-the-counter, prescription, and illegal drugs in the blood of a large sample of seriously or fatally injured drivers and other road user crash victims.

Methods

Participants	
Drivers, including motorcyclists	4,798
Passengers	1,031
Bicyclists	255
Pedestrians	983
Other	129
Unknown	83

The study included seven Level 1 trauma centers with large catchment areas. Medical examiner (ME) offices participated at four sites. Due to staggered on-boarding, researchers conducted data collection in the periods shown.

Jacksonville, FL: September 10, 2019, to July 31, 2021	Worcester, MA: January 27, 2020, to July 31, 2021
Charlotte, NC: September 16, 2019, to July 31, 2021	Iowa City, IA: August 24, 2020, to July 31, 2021
Miami, FL: October 17, 2019, to July 31, 2021	Sacramento, CA: November 13, 2020, to July 31, 2021
Baltimore, MD: December 11, 2019, to July 31, 2021	

Level-1 trauma centers routinely obtain blood samples from all patients; from each of these samples approximately 6 ml of blood was collected to test for the presence of alcohol and other drugs. Blood samples were de-identified and sent to a forensic toxicology lab for screening and confirmatory analyses. Samples were tested for a variety of drugs known to have potentially impairing effects on driving-related behaviors. The drugs included "parent" drugs and their active metabolites.

Results

Table 1 provides summary information on the 7,279 road users in the study. See the full report for detail on drug and alcohol prevalence across road user types (e.g., passengers, pedestrians) and drug categories.

Other Drugs and Driving: Complex & Multifaceted

- Effects of alcohol on driving performance fairly well-known
- 50 years of research and programmatic efforts on drugs, but there are 100s
- The impact of polysubstance use on driving is understudied
- Specific drug concentration levels **cannot** be reliably equated with effects on driver performance

	Alcohol	Other Drugs
Size of Effort	One type of drug	Many (illegal, OTCs, prescription)
Research Efforts	Well-studied	Many, disparate
Metabolism	Processes understood	Variable; many possibilities
Effect on Driving Behavior	Strong correlation to poor performance	Uncertain Correlation
Effect of High Doses	Greater decrements in performance	Unpredictable

Traffic Safety Facts

2020 Data

April 2022

DOT HS 813 294



In this fact sheet for 2020 the information is presented as follows:

- [Overview](#)
- [Drivers](#)
- [Children](#)
- [Crash Characteristics](#)
- [Time of Day and Day of Week](#)
- [State](#)
- [Economic Cost for All Traffic Crashes](#)
- [Important Safety Reminders](#)



U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590



Alcohol-Impaired Driving

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. The term "drunk driving" is used instead of alcohol-impaired driving in some other NHTSA communications and material. The term "driver" refers to the operator of any motor vehicle, including a motorcycle.

Estimates of alcohol-impaired driving are generated using BAC values reported to the Fatality Analysis Reporting System (FARS) and BAC values imputed when they are not reported. In this fact sheet NHTSA uses the term "alcohol-impaired" in evaluating the FARS statistics. In all cases throughout this fact sheet, use of the term does not indicate that a crash or a fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash. This report also includes BACs of .00 g/dL (no alcohol), .01+ g/dL, and .15+ g/dL solely for comparison purposes.

Key Findings

- In 2020 there were 11,654 fatalities in motor vehicle traffic crashes in which at least one driver was alcohol-impaired. This totaled 30 percent of all traffic fatalities in the United States for the year.
- Fatalities in alcohol-impaired-driving crashes increased by 14.3 percent (10,196 to 11,654 fatalities) from 2019 to 2020.
- One alcohol-impaired-driving fatality occurred every 45 minutes in 2020, on average.
- The 21- to 24-year-old age group and the 25- to 34-year-old age group had the highest percentages (26% each) of alcohol-impaired drivers involved in fatal crashes compared to other age groups in 2020.
- In 2020 there were 4 male alcohol-impaired drivers involved for every female alcohol-impaired driver involved. When compared to all drivers involved
- in fatal crashes, there were 3 male drivers for every female driver.
- The percentages of alcohol-impaired drivers involved in fatal crashes in 2020 was the highest for motorcycle riders (27%), compared to drivers of passenger cars (23%), light trucks (19%), and large trucks (3%).
- Of the 1,093 traffic fatalities in 2020 among children 14 and younger, 21 percent (229) occurred in alcohol-impaired-driving crashes.
- In 2020, among the 11,654 alcohol-impaired-driving fatalities, 67 percent (7,831) were in crashes in which at least one driver had a BAC of .15 g/dL or higher.
- The rate of alcohol impairment among drivers involved in fatal crashes in 2020 was 3.1 times higher at night than during the day.

NHTSA's National Center for Statistics and Analysis

Alcohol Impaired Driving

NHTSA, FARS 2020 Data

- 11,654 fatalities – at least one driver was alcohol-impaired
- One alcohol-impaired-driving fatality occurred every 45 minutes
- 67% (7,831) were in crashes where at least one driver had a BAC .15+



NCSA Tools, Publications, and Data

Click [here](#) to find out how U.S. DOT is implementing the **National Roadway Safety Strategy (NRSS)**. Here you will find the National Center for Statistics and Analysis (NCSA) FARS and GES/CRSS query reporting tools and traffic safety publications to choose from:

Crash Data Publications (CrashStats)



Find More

Fatality and Injury Reporting System Tool (FIRST)



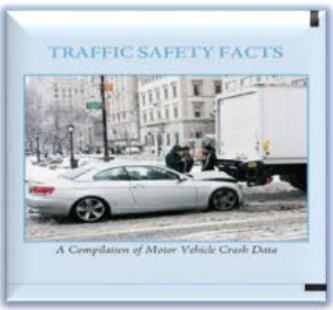
Find More

State Traffic Safety Information (STSI)



Find More

Traffic Safety Facts Annual Report Tables



Find More

Fatal Motor Vehicle Crash Data Visualization



Find More

Cdan.nhtsa.gov

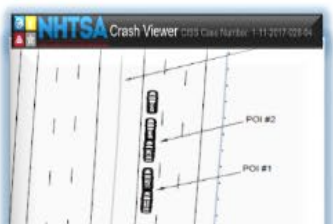
Motor Vehicle Crash Databook



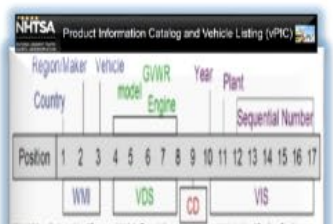
FARS Data Tables



Crash Viewer



Product Information Catalog and Vehicle Listing (vPIC)



Data Download

- Fatality Analysis Reporting System (FARS)
- Crash Report Sampling System (CRSS)
- Crash Investigation Sampling System (CISS)
- NCSA and Other Data Sources



Ratings

Recalls

Risky Driving

Road Safety

Equipment

Technology & Innovation

MORE INFO ▼

NCSA Tools, Publications, and Data

Click [here](#) to find out how U.S. DOT is implementing the **National Roadway Safety Strategy (NRSS)**.

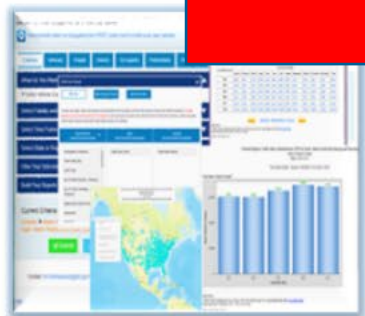
Here you will find the National Center for Statistics and Analysis (NCSA) FARS and GES/CRSS query reporting tools and traffic safety publications to choose from:

Crash Data Publications (CrashStats)



Find More →

Fatality and Injury Reporting System Tool (FIRST)



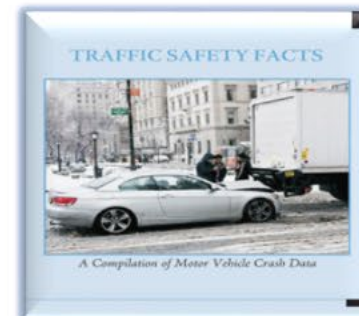
Find More →

State Traffic Safety Information (STSI)

STSI is an information portal for state or county specific data for the past 10 years for key safety metrics on belt-use, impaired driving, speeding, core performance measures through tables, charts and GIS crash location maps.

Find More →

Traffic Safety Facts Annual Report Tables



Find More →

Fatal Motor Vehicle Crash Data Visualization



Find More →

Motor Vehicle Crash Databook



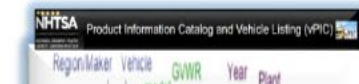
FARS Data Tables



Crash Viewer



Product Information Catalog and Vehicle Listing (vPIC)



Data Download

Fatality Analysis Reporting System (FARS)

Crash Report Sampling System (CRSS)



State Traffic Safety Information (STSI)

REPORT A PROBLEM

Select on the map below to view each State Traffic Safety Information Report or [View USA Crash Location Map](#)



[View Native American Traffic Safety Facts](#)

STSI Reports Contain Additional Information From The Following Sources

[Federal Highway Administration: Highway Statistics Series](#)

[United States Census Bureau: Population Data](#)

Contact NCSARquests@dot.gov for any questions or comments.



[NHTSA Highway Safety Funding](#)
[Economic Impact of Motor Vehicle Crashes](#)

Traffic Safety Facts
Wisconsin
2017-2021

Data Source: FARS 2017 - 2021

[Home](#)

[Printer Friendly](#)

Adams
Ashland
Barron
Bayfield
Brown
Buffalo
Burnett
Calumet
Chippewa
Clark
Columbia
Crawford
Dane
Dodge
Door
Douglas
Dunn
Eau Claire
Florence

2021 ARF

FYI: The link above (<https://cdan.nhtsa.gov/SASStoredProcess/guest>) is a general

cannot be bookmarked

Traffic Safety Performance (Core Outcome) Measures*

Core Outcome Measures		Year									
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	Total (C-1)	615	543	506	566	607	615	615	615	615	615
	Rural	389	359	338	360	406	395	395	395	395	395
	Urban	226	181	167	205	194	219	219	219	219	219
	Unknown	0	3	1	1	7	2	2	2	2	2
Fatalities Per 100 Million Vehicle Miles Driven	Total (C-3)	1.04	0.91	0.84	0.91	0.95	0.95	0.95	0.95	0.95	0.95
	Rural	1.27	1.17	1.09	1.12	1.26	1.26	1.26	1.26	1.26	1.26
	Urban	0.79	0.63	0.57	0.68	0.61	0.67	0.61	0.58	0.83	0.64
	Unknown	0.79	0.63	0.57	0.68	0.61	0.67	0.61	0.58	0.83	0.64
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	417	376	362	388	429	437	414	376	397	388
	Restrained	177	158	159	176	204	210	203	180	150	154
	Unrestrained (C-4)	201	186	161	167	183	180	154	142	178	164
	Unknown	39	32	42	45	42	47	57	54	69	70
Alcohol-Impaired Driving Fatalities (BAC=.08+)** (C-5)		202	177	165	188	199	185	206	186	207	199
Speeding-Related Fatalities (C-6)		209	178	168	167	212	180	186	173	214	212
Motorcyclist Fatalities	Total (C-7)	117	85	73	81	85	76	83	85	116	121
	Helmeted	27	21	20	15	17	30	30	31	33	36
	Unhelmeted (C-8)	87	62	51	65	65	42	53	54	83	83
	Unknown	3	2	2	1	3	4	0	0	0	2
Drivers Involved in Fatal Crashes		806	796	689	797	797	836	796	792	818	878



Traffic Safety Facts
Wisconsin
2017-2021

Performance Measures

Performance Measures

Fatality Rates

Alcohol-Related Fatalities (Old Definition)

Alcohol-Impaired Driving Fatalities (New Definition)

Fatalities per 100 Million VMT

Alcohol-Impaired Driving Fatalities per 100 Million VMT

BAC Reporting Rates For Drivers/Motorcycle Rider (Operators) Involved in Fatal Crashes

Passenger Vehicle Occupant Fatalities by Restraint Use

Passenger Vehicle Occupant Fatalities by Percent Restraint Use

Passenger Vehicle Occupants by Percent Restraint Use Observed

Passenger Vehicle Occupant Fatalities Aged 5 and Above by Restraint Use and Lives Saved

Passenger Vehicle Occupant Fatalities Aged Under 5 by Restraint Use and Lives Saved

Motorcycle Occupant Fatalities by Helmet Use and Lives Saved Estimates

Fatalities by Person Type

Fatalities by Crash Type

Motorcyclist Fatalities by Age

Motorcyclist Fatalities Per 100,000 Registered Motorcycles

Fatalities by Person Type and Race/Hispanic Origin

Top 10 Counties - Fatalities

Top 10 Counties - Fatalities Year to Year Percent Changes

Wisconsin

Select a County

Data Source: FARS 2017 - 2020 Final and FARS 2021 ARF

Home  Printer Friendly

s/guest) is a general link and cannot be bookmarked

me) Measures* For Wisconsin

		Year									
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
		5	543	506	566	607	613	589	567	612	620
		9	359	338	360	406	397	387	369	375	414
		5	181	167	205	194	214	199	192	234	204
		0	3	1	1	7	2	3	6	3	2
Fatalities Per 100 Million Vehicle Miles Driven	Unknown	0	3	1	1	7	2	3	6	3	2
	Total (C-3)	1.04	0.91	0.84	0.91	0.95	0.94	0.89	0.85	1.06	0.95
	Rural	1.27	1.17	1.09	1.12	1.26	1.20	1.16	1.11	1.28	1.25
	Urban	0.79	0.63	0.57	0.68	0.61	0.67	0.61	0.58	0.83	0.64
Passenger Vehicle Occupant Fatalities	Total	417	376	362	388	429	437	414	376	397	388



U.S. Department of Transportation



National Highway Traffic Safety Administration

Traffic Safety Facts
Wisconsin
2017-2021



This Report Contains Data From the Following Sources:

Fatality Data - NCSA Fatality Analysis Reporting System (FARS): 2017-2020 Final File and 2021 Annual Report File (ARF)

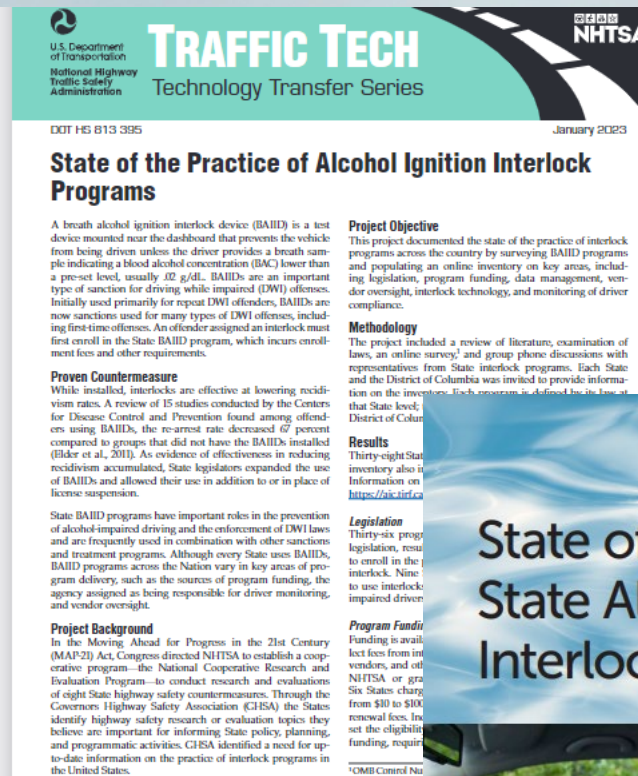
Observed Safety Belt Data - NCSA National Occupant Protection Use Survey (NOPUS) and the Wisconsin State Survey

Vehicle Miles of Travel Data and Motorcycle Registrations - Federal Highway Administration (FHWA)

Population Data - U.S. Bureau of the Census

NHTSA's Support for Ignition Interlock Programs

- Model Specifications
- Publications
- Ignition Interlock Education and Assistance



State of the Practice of State Alcohol Ignition Interlock Programs



A Study
Conducted
Under NCREP —
The National
Cooperative
Research and
Evaluation
Program



U.S. Department of Transportation
National Highway Traffic Safety
Administration



[Ratings](#)[Recalls](#)[Risky Driving](#)[Road Safety](#)[Equipment](#)[Technology & Innovation](#)[MORE INFO ▼](#)[← DRUNK DRIVING](#)

Alcohol Measurement Devices

And Calibration Units

Share: [f](#) [t](#) [in](#) [✉](#)

MODEL SPECIFICATIONS

The National Highway Traffic Safety Administration, in its effort to reduce alcohol impaired driving, has established Model Specifications for the following alcohol testing devices:

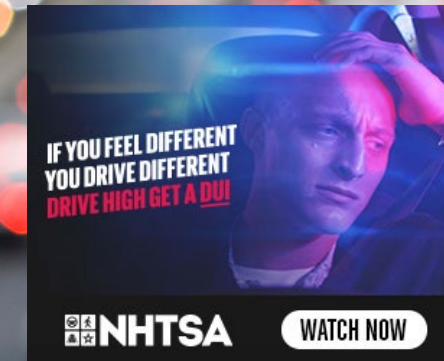
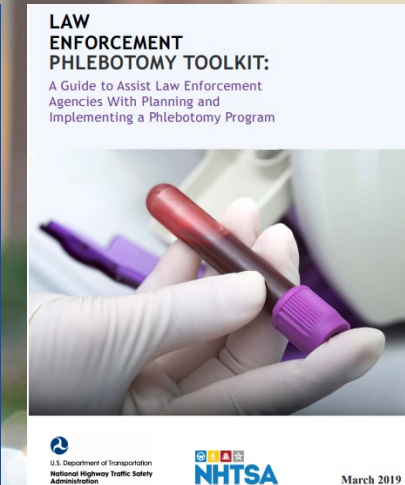
- [Evidential Breath Alcohol Measurement Devices](#) (EBTs)
- [Screening Devices to Measure Alcohol in Bodily Fluids](#) (ASDs)
- [Calibrating Units for Breath Alcohol Testers](#) (CUs)
- Breath Alcohol Ignition Interlock Devices (BAIIDs) [2013](#) | [2015](#)

CONFORMING PRODUCTS LISTS

NHTSA also maintains a Conforming Products List (CPL) for the following devices, which have been tested and determined to be in conformance with the NHTSA Model Specifications:

- Evidential Breath Alcohol Measurement Devices (EBTs) [2012](#) | [2017](#)
- [Screening Devices to Measure Alcohol in Bodily Fluids](#) (ASDs)
- [Calibrating Units for Breath Alcohol Testers](#) (CUs)

Law Enforcement Tools and Resources







Toxicology

- **State Toxicology Stakeholder Meetings**
- **Regional Toxicology Liaison Program**

www.NHTSA.gov/DUIDtool

 United States Department of Transportation

 **NHTSA**
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

[Ratings](#) [Recalls](#) [Risky Driving](#) [Road Safety](#) [Equipment](#)

 Search

Drug-Impaired Driving Criminal Justice Evaluation Tool

Share: [f](#) [twitter](#) [in](#) [email](#)

The National Highway Traffic Safety Administration is engaged in numerous activities to reduce drug-impaired driving, including conducting research and developing tools, resources, and promising practices to assist states and local communities. To aid in evaluating efforts to address drug-impaired driving, NHTSA has developed the Drug-Impaired Driving Criminal Justice Evaluation Tool. The tool is designed to assist with identifying program strengths and opportunities for improvements. After asking two organizations to test the model to explore weaknesses and identify areas for refinement, NHTSA now wishes to learn from other practitioners what improvements and refinements could add value to the tool.



NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Questions?

Jennifer.Davidson@dot.gov

Thank you!