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2020-01

NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS THE WORK AND MISSION OF THE TREATMENT ADVOCACY CENTER

WHEREAS, the National Sheriffs' Association (NSA) and its National Sheriffs’ Institute (NSI), Education and Training Committee have again reviewed the work and mission of the Treatment Advocacy Center (TAC), a non-profit organization in Arlington, VA, and

WHEREAS, our nation is experiencing a mental health crisis, with over 40 percent of individuals with severe mental illness not being treated at any given time, and

WHEREAS, public mental health services are frequently overwhelmed, resulting in persons with severe mental illness failing to receive the treatment and support services they require to remain in the community and out of the criminal justice system, and

WHEREAS, our nation’s jails have become de facto mental health hospitals for persons with serious mental illness, many of whom also have substance use or co-occurring disorders, and

WHEREAS, the mission of TAC is to eliminate barriers to treatment for Americans who suffer from, but are not being treated for, severe mental illness, and

WHEREAS, TAC has been a long-time partner of the NSA, providing research, raising awareness and leading advocacy efforts to address the nation’s mental health crisis and its impact on law enforcement, jails and our broader society, and

WHEREAS, TAC’s work to increase funding for needed treatment beds through the elimination of the Institutions for Mental Diseases exclusion and to ensure consistent treatment in the community for those most in need through the enactment of assisted outpatient treatment laws greatly benefits the law enforcement community, and

NOW, THEREFORE, BE IT RESOLVED, that the National Sheriffs’ Association does hereby: support and approve the work of these organizations, and support their education and reform efforts to decriminalize mental illness treatment and ensure individuals with severe mental illness have access to the treatment they require.

This resolution was approved by the National Sheriffs’ Association (NSA) Executive Committee on April 28, 2020, and is effective as of June 25, 2020, in accordance with the NSA Emergency Declaration of April 17, 2020 (due to the cancellation of the Annual Conference because of the coronavirus pandemic). The resolution shall remain in effect until June 25, 2024, in accordance with Article XIII, Section 6, of the Constitution and Bylaws of the National Sheriffs’ Association.
2020-02

NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS THE
BIG CAT PUBLIC SAFETY ACT

WHEREAS, the nation’s sheriffs, the highest constitutional law enforcement officers in many counties throughout the nation, should not be confronted with dangerous big cats kept in unsafe and abusive circumstances as domestic pets in the United States; and

WHEREAS, tigers, lions and other exotic “Big Cats” who are kept in people’s homes and backyards as domestic pets pose a serious and completely unnecessary risk to public safety, law enforcement and first responders; and

WHEREAS, Sheriffs/Deputy Sheriffs should not be exposed to response to extremely high-risk incidents when private owners are not able to control and manage their dangerous big cats. Many of these big cats are frequently housed in dilapidated cages that are unlikely to hold and contain them during natural disasters such as hurricanes, earthquakes and tornadoes; and

WHEREAS, thousands of big cats are owned as pets or maintained in ill-equipped roadside zoos and traveling exhibits in the United States. Since 1990, there have been over 775 dangerous incidents in America involving big cats – tigers, lions, cougars in which 5 children and 20 adults have been killed and scores of people have been mauled.

NOW THEREFORE BE IT RESOLVED that the National Sheriffs’ Association recognizes that the private ownership of big cats in America is a serious public safety problem which requires the passage of the “Big Cat Public Safety Act” to ensure big cats only live in secure facilities that can properly provide for them and do not diminish public safety.

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WHEREAS, the National Sheriffs’ Association acknowledges School Safety as a priority in our nation’s counties, parishes, cities, etc. and America’s schools are critical infrastructure and key assets to our communities; and

WHEREAS, School Safety and security remains a priority of the National Sheriffs’ Association; and

WHEREAS, enhancing physical security of school facilities and improving incident response are priorities; and

WHEREAS, hardening (layered security) and making each classroom and our schools a protected space must become a priority; and

WHEREAS, among those efforts are priorities to enhance immediate notifications directly to emergency public service access points (E911); and

WHEREAS, school emergency systems should be required and enable interoperable video, voice and data communications among schools, first responders and other vested stakeholders; and

WHEREAS, by implementing these technologies students are better protected in the event of an active shooter event; and

WHEREAS, law enforcement response can be greatly enhanced to mitigate serious bodily injuries and loss of life; and

WHEREAS, the National Sheriffs’ Association recognizes intervention and prevention as critical components to enhancing school safety, including the following recommendations as standard practice toward the prevention and mitigation of school violence:

**Protective Measures** - Provide training for all faculty and staff in the recognition of potential violence indicators, situational awareness, preoperational surveillance,
anomalies, baselines, and other protective measures to prevent, recognize, and respond to threats of violence¹.

**Behavioral Assessment** - Introduce a select interdisciplinary behavioral assessment team tasked with the assessment and management of internal and observable concerning behavior².

**Sustainable Intervention** – Provide training for all faculty and staff in a manageable and deliberate process to facilitate appropriate and effective intervention of current and emerging threats pertaining to individual(s) that are identified and make appropriate referrals.

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¹Source Reference 1: Final Report of the Federal Commission on School Safety [https://www2.ed.gov/documents/school-safety/school-safety-report.pdf](https://www2.ed.gov/documents/school-safety/school-safety-report.pdf). “Faculty, staff, and administrators. Every adult at school needs training related to threat assessment and violence prevention, including administrative, maintenance, custodial, and food service staff. Training can include who should be notified when concerning or threatening information is discovered, what information should be brought forward, how school staff might learn about information, and the steps school staff can take to safely intervene with concerning or threatening situations.” Section 1. Prevent, Chapter 5. Using Suspicious Activity Reporting and Threat Assessment to Enhance School Safety, Pages 56-57. “Develop risk management options, create and promote a safe school climate and provide training for all stakeholders.”


Source Reference 2: A study of Pre-attack Behaviors of Active Shooters in the United States Between 2000 and 2013 [https://www.fbi.gov/file-repository/pre-attack-behaviors-of-active-shooters-in-us-2000-2013.pdf](https://www.fbi.gov/file-repository/pre-attack-behaviors-of-active-shooters-in-us-2000-2013.pdf). “Since the observation of concerning behaviors offers the opportunity for intervention prior to the attack, this study examines not only what was observed, but when the observations were made, who made them, and what if anything the person(s) did with regard to these observations. To better serve [threat] assessment teams, mental health professionals, community resources, and law enforcement officials, the FBI expanded the inquiry to capture behaviors that may have been observed at any point (in many cases beyond one year) before the attack.”
Timely Detection - Provide training to all faculty and staff in the timely detection of specific pre-attack behaviors and the procedures for managing those behaviors; and

WHEREAS, this strategy calls for an increase in the number of highly trained School Resource Officers with a committed purpose to law enforcement and security; and

WHEREAS, the National Sheriffs’ Association believes all school threats and crimes committed on school property should be shared information with all stakeholders; and

WHEREAS, the National Sheriffs’ Association strongly supports national school safety guidelines and standards that follow best practices, as recommended by America’s sheriffs; and

WHEREAS, the National Sheriffs’ Association feels national school safety guidelines will encourage America’s schools to make school safety a more uniform system and priority in their communities; and

WHEREAS, the National Sheriffs’ Association also recognizes all communities have different needs in securing their schools;

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3 Source Reference 1. A study of Pre-attack Behaviors of Active Shooters in the United States Between 2000 and 2013

Source Reference 2: U.S. Department of Homeland Security, Houses of Worship Security Practices Guide May 2013, https://www2.illinois.gov/ready/plan/documents/dhs_houses_of_worship_security_practices_guide.pdf; Section 3 Prevention, Protection and Mitigation, Page 10., Section 3.2 Potential Attack Indicators, “Attack indicators are observable behaviors that may precede an attack and may be detected as an individual prepares and plans for an attack. Indicators may include but are not limited to the perpetrator conducting surveillance, engaging in training, and/or beginning mobilization activities in advance of an attack. Potential indicators can be grouped into the following categories: individual behavior indicators, surveillance indicators, imminent attack indicators, and surrounding area indicators. Understanding behaviors that are unusual, concerning, or suspicious, as well as behaviors that may be indicative of surveillance or imminent attack are essential in the efforts to protect communities from threats of violence. It is important to note that multiple indicators may not represent suspicious or nefarious activity; context should be considered, but all indicators that are observed should be reported.”


Source Reference 4: Early Warning Timely Response: A Guide to Safe Schools https://files.eric.ed.gov/fulltext/ED418372.pdf American Institutes for Research, Washington, DC. Center for Effective Collaboration and Practice.; National Association of School Psychologists, Bethesda, MD. Sponsoring Agency: Department of Education, Washington, DC. Publication Date: 1998-08-00 Note 41p.; Electronic version: http://www.naspweb.org/center.html, and at http://www.ed.gov/offices/OSERS/OSEP/earlywrn.html, Contract H237T600005, PUBTYPE Guides Non-Classroom (055) DRS PRICE MF01/PC02 Plus Postage. DESCRIPTORS *At Risk Persons; Behavior Problems; *Crime Prevention; Elementary Secondary Education; Emergency Programs; Problem, Children; Risk Management; *School Safety; *Violence. Section 3. Early Warning Signs, Page 6. “Teachers and administrators and other school support staff are not professionally trained to analyze children's feelings and motives. But they are on the front line when it comes to observing troublesome behavior and making referrals to appropriate professionals, such as school psychologists, social workers, counselors, and nurses. They also play a significant role in responding to diagnostic information provided by specialists. Th us, it is no surprise that effective schools take special care in training the entire school community to understand and identify early warning signs.”
NOW THEREFORE BE IT RESOLVED that the National Sheriffs’ Association establishes that our schools are a part of our critical infrastructure and should be protected as well as government buildings, thereby securing our most important assets which are “Our Children”.

NOW THEREFORE BE IT RESOLVED that the National Sheriffs’ Association will create National School Safety Guidelines following best practices, as recommended by America’s sheriffs, in creating a layered school safety system that prioritize making each classroom and each school a protected space.

NOW THEREFORE BE IT RESOLVED that the National Sheriffs’ Association urges Congress, state legislatures and county governments to appropriate funding necessary to allow America’s communities to enhance safer schools and follow best practices as recommended by the National Sheriffs’ Association.

Amended --- October 16, 2019
Indianapolis, Indiana
NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS NIAC’S CALL FOR BOLD APPROACHES TO FIGHT THE CYBER THREAT

WHEREAS, the National Sheriffs’ Association (“NSA”) and the Nation’s Sheriffs have long-recognized the need for bold new approaches on combatting the cyber threat and, in that vein, have been instrumental in launching the NSA-supported National Cybercrime Investigators Program (“NCIP”) as the nationwide local law enforcement vehicle to precipitate a more robust local law enforcement response to investigating and prosecuting cybercriminals;

WHEREAS, the National Infrastructure Advisory Council (NIAC), in its report entitled “Transforming the U.S. Cyber Threat Partnership” (“NIAC Report”), focuses on countering cyber risks to critical infrastructure entities with National Security Implications, and calls for establishment of the “Critical Infrastructure Command Center (CICC)” to improve the real-time sharing and processing of private and public classified and other data with cyber experts from companies at greatest risk, and the “Federal Cybersecurity Commission (FCSC)” as an independent U.S. government entity to mitigate catastrophic cyber risks to critical infrastructure that have potential national security impacts;

WHEREAS, in the NIAC Report, NIAC states: “Mr. President, America’s companies are fighting a cyber war against multi-billion-dollar nation-state cyber forces that they cannot win on their own. Incremental steps are no longer sufficient; bold approaches must be taken. Your leadership is needed to provide companies with the intelligence, resources, and legal protection necessary to win this war and avoid the dire consequences of losing it.”;

NOW THEREFORE, BE IT RESOLVED, that NSA, on behalf of Sheriffs and their law enforcement and critical infrastructure partners engaged in investigating and prosecuting cybercrimes, supports NIAC’s call for Federal intelligence, resources, and legal protection necessary to mitigate catastrophic cyber risks to critical infrastructure with potential national security impacts, and to win the cyber war with foreign state actors;

BE IT FURTHER RESOLVED, that NSA calls on the President and other Federal policymakers to appropriately integrate NCIP, and its unclassified supporting efforts for the Nation’s Sheriffs and their partners in fighting cybercrime, with the CICC and the FCSC, and to provide supporting resources to NCIP to win the war against cybercrime; and
BE IT FURTHER RESOLVED, that NSA calls on NIAC and its critical infrastructure members to collaboratively engage with and support the NSA-supported NCIP as the Nation’s key local law enforcement investigation and prosecution response to cybercrime and the cyber threat.
NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS ENACTMENT OF THE “DO NOT TRACK ACT”

WHEREAS, S.1578, the “Do Not Track Act”, has been Sponsored by Sen. Josh Hawley [MO] and co-sponsored by Sen. Dianne Feinstein [CA] and Sen. Mark Warner [VA], and has been referred for action to the Senate Commerce, Science, and Transportation Committee;

WHEREAS, the Do Not Track Act is “A BILL To protect the privacy of internet users through the establishment of a national Do Not Track system, and for other purposes”;

WHEREAS, the European Union General Data Protection Regulation (GDPR) “purpose limitation” provision effectively requires that most US firms clearly disclose their purposes for collecting and using private data and that private data collected for one purpose not be used for another;

WHEREAS, currently, some online providers harvest, use and sell online users’ location and other private personal data, including very sensitive location information about law enforcement personnel and their families, under undisclosed and almost entirely unregulated data harvesting, use and sale practices commonly used by the Internet industry;

WHEREAS, Sheriffs and other law enforcement personnel and their families are particularly vulnerable to criminal targeting schemes that can be carried out using user location and other data currently harvested, used and sold by Internet industry firms under these Internet industry data harvesting, use and sale practices;

WHEREAS, the Do Not Track Act would require the Federal Trade Commission to implement and enforce a “Do Not Track” system to protect users from unwanted online data harvesting, unwanted targeted advertising, and unwanted sale of user data, and mandates that covered websites, services, and applications disclose to users the data harvesting, use and sale practices and the user protections afforded by the DNT system;

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association supports enactment of the Do Not Track Act as a much-needed protection of consumers, including law enforcement personnel and their families, against undisclosed and unwanted Internet surveillance.
The National Sheriffs’ Association further urges Congress and Federal Regulators to act to protect consumers, including law enforcement personnel and their families, against unwanted and potentially very dangerous online data harvesting, use and sale of user location and other personal data.
2020-06

NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS THE USE OF NON-GOVERNMENTAL ENTITIES AS AN OPTION FOR EMPLOYMENT BACKGROUND CHECKS

WHEREAS, the best use of the FBI database is as a starting point for reviewing criminal records with its initial intent to provide law enforcement with investigative leads based on fingerprint evidence, and not to produce employment screening reports; and,

WHEREAS, a 2015 Government Accountability Office report highlighted missing information in state records, with 10 states reporting that their databases were 50 percent complete or less, 13 states reporting between 75 percent and 50 percent complete, and only 20 states reporting 76-100 percent complete. Seven states did not have any data available; and,

WHEREAS, when a criminal background check is done by a non-governmental entity, that search is protected by the federal Fair Credit Reporting Act (FCRA) and state FCRA laws, requiring reasonable procedures to ensure maximum possible accuracy, and requiring substantial systems to correct any inaccuracies that occur;

NOW THEREFORE, BE IT RESOLVED, that for the purposes of employment and not law enforcement activities, a comprehensive review of an initial and continuous criminal background check conducted by a non-governmental entity that includes at a minimum:

- Social Security number trace
- Nationwide criminal search
- County court records search
- Federal criminal search
- US Department of Justice 50-state sex offender registry search
- Continuous criminal monitoring, daily monitoring and immediate notification of any disqualifying criminal convictions

is deemed by the National Sheriffs’ Association to be a sufficient employment screening report for employment purposes.

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WHEREAS, law enforcement personnel are frequently first responders to traffic incidents and often act as scene commanders; and,

WHEREAS, highway transportation incidents represent one of the leading causes of on-duty death and injury to first responders, including being struck by vehicles while working along the roadway or being exposed to unpredictable environmental factors; and,

WHEREAS, traffic incidents often exacerbate traffic congestion, result in secondary vehicle crashes and increased danger to the public and quick clearance of roadway incidents is important to preventing further incidents; and,

WHEREAS, each law enforcement agency should decide upon the methodology to protect traffic incident scenes and clearance of those scenes without compromising the integrity of an investigation; and,

WHEREAS, unplanned roadway events, staffing considerations, weather, terrain, and numerous other factors vary from incident to incident and make impractical typical applications, prescribed responses to, and mitigation of unplanned roadway incidents; and,

WHEREAS, law enforcement agencies currently receive training in incident management, crash investigation, and roadway clearance; and,

WHEREAS, "typical traffic incident management applications" are templates that may be adapted to myriad situations;

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association (NSA) supports law enforcement agencies receiving training and using Traffic Incident Management (TIM) applications for unplanned traffic incidents; and,

BE IT FURTHER RESOLVED that the NSA supports and participates with the Federal Highways Administration as a part of the Traffic Incident Management Executive Leadership Group (TIM ELG) and allows the FHWA and the TIM ELG to display the NSA logo along with
other participating organizations on official publications and displays and at official functions; and,

**BE IT FURTHER RESOLVED** that the NSA opposes TIM applications in the Manual on Uniform Traffic Control Devices (MUTCD) to prevent them being interpreted as standards rather than as guidelines; and,

**BE IT FURTHER RESOLVED** that the NSA encourages law enforcement agencies to commit sufficient resources to the planning and coordination process intended to aid in quick clearance strategies and Traffic Incident Management curriculum.
NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS RIDE SHARE AND INDEPENDENT CONTRACTOR DRIVERS AS A MEANS TO CURB IMPAIRED DRIVING

WHEREAS, across the nation, an estimated 30 people die every day from alcohol related impaired driving and roughly 16% of crashes involve drugs other than alcohol1, and the National Highway Traffic Safety Administration (NHTSA) reports that impaired driving costs the US $44 billion annually2, and;

WHEREAS, NHTSA reports that most impaired driving incidents happen during evenings and weekends, further reporting “...the rate of alcohol impairment among drivers involved in fatal crashes in 2017 was 3.6 times higher at night than during the day...” and 28% of all drivers involved in fatal crashes on weekends were alcohol-impaired, compared to 15% during the week3, and;

WHEREAS, Miami-Dade, the largest police agency in Southeastern US, among other agencies, reported in 2018 that DUI arrests were down 65% in part because of ridesharing4, and;

WHEREAS, one ride hailing company’s annual economic survey found that 71% of riders are less likely to drive substance impaired due to the availability of rideshare, that 91% of its drivers drive less than 20 hours per week, and 96% say a flexible schedule is very or extremely important to continue driving on its platform5, and;

WHEREAS, approximately 150 million workers in North America and Western Europe work as independent contractors, such as rideshare drivers, in what is known as the ‘gig economy,’6 and,

WHEREAS, the McKinsey Global Institute issued a report, Independent work: Choice, necessity, and the gig economy, finding that between 20 to 30 percent of the working-age population engage in some form of independent work and that the growing prevalence of independent work could have tangible economic benefits, such as raising labor-force participation, providing opportunities for the unemployed, or even boosting productivity7, and;

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1 https://www.nhtsa.gov/risky-driving/drunk-driving
3 https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812630
5 https://www.lyftimpact.com/stats/national
WHEREAS, according to BIA/Kelsey, the total U.S. transaction value (annual fees paid by consumers) of the on-demand [gig] economy grew from $22 billion in 2015 to $57 billion by the end of 2018, that in 2015, the agency estimated the total U.S. on-demand transaction value — the fees paid by consumers — at $22 billion, that in 2016, estimated the total market value for the local on-demand industry was worth $34 billion in the United States, or 5.1 percent of the addressable market of $660 billion in household services and that the U.S. on-demand spending was estimated at $57 billion in 20178, and;

WHEREAS, in one rideshare company, a four year review of statistical data in Chicago, Atlanta, San Francisco, San Diego and Madison demonstrates a rise in rideshare volume and a subsequent fall in DUI incidents in these cities, supporting the findings from academic studies9;

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association supports the rideshare industry and its independent driver contractors, a part of the “gig” economy, as a means to curbing impaired driving on our nation’s roadways, particularly in unincorporated areas where alternative means of transportation remains a challenge.

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WHEREAS, the National Sheriffs’ Association (NSA) is concerned with the safety of law enforcement officers, firefighters, EMS and emergency medical personnel, tow operators, utility workers, and other first responders as they perform their duties on roadways; and,

WHEREAS, according to the Federal Bureau of Investigation’s Law Enforcement Officers Killed and Assaulted, over the last 10 full calendar years, 81 law enforcement officers, 16% of all “United States officers inadvertently killed” were victims of struck-by-vehicle incidents, i.e., at the time of their deaths they were conducting traffic stops, roadblocks, directing traffic, assisting motorists, or were engaged in similar activities; and,

WHEREAS, 12 of 27 officers who died in vehicle incidents in 2019, were killed in vehicle struck-by incidents; and,

WHEREAS, in an effort to safeguard law enforcement officers, firefighters, EMS and emergency medical personnel, tow operators, utility workers, and other first responders whose duties require them to utilize the roadside, all 50 states have enacted Move Over legislation that typically requires motorists to either change lanes or slow down when approaching a law enforcement or emergency services vehicle that is parked or stopped on the roadside; and,

WHEREAS, the effectiveness of this legislation in every state is compromised by motorists’ being unaware of the existence of these statutes, as is demonstrated by a national poll sponsored by the National Safety Commission, in 2007, that found that 71% of U.S. residents had not heard of such legislation;

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association supports the increased enforcement and education of the motoring public on Move Over legislation.
WHEREAS, law enforcement officials are charged with numerous responsibilities; including the enforcement of laws that frequently involve the use of motor vehicles and other equipment;

WHEREAS, motor vehicles are used in 70 percent of all of the serious crimes committed in the United States and the quick discovery of such vehicles can help solve these crimes:

WHEREAS, traffic enforcement activities, including the proliferation of the use of automated license plate readers, have proved to be invaluable in the detection and apprehension of individuals involved in crimes and terrorist activities; all means of initial identification, including front and rear fully reflective license plates are essential;

WHEREAS, front and rear fully-reflective license plates are essential in the quick and accurate identification of motor vehicles even at highway speeds, especially since law enforcement officers often meet stolen vehicles on the highway, as well as overtaking them;

WHEREAS, front and rear fully-reflective license plates serve as a significant safety device, warning motorists of the presence of a vehicle that is disabled or that otherwise lacks sufficient headlights or taillights to be observed at a safe distance and in a timely manner;

WHEREAS, an effort to repeal the requirement for the front license plate is sometimes made in response to budgetary considerations and motor vehicle designs;

WHEREAS, if such efforts were successful, they would have a serious and negative effect on the ability of law enforcement officers to effectively identify motor vehicles;

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association strongly opposes deleting the requirement for the front license plates;

BE IT FURTHER RESOLVED that the National Sheriffs’ Association reaffirms its longstanding support, urging states to issue both front and rear reflectorized license plates.
NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS EFFORTS OF THE DRUG RECOGNITION EXPERT (DRE) SECTION OF THE INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE

WHEREAS, the National Sheriffs’ Association (NSA) is concerned with the welfare of citizens and desires to preserve the rights of citizens to live and work in communities where drug abuse is not accepted nor are citizens subjected to the adverse effects of drug abuse;

WHEREAS, a growing number of states have legalized medical or recreational marijuana, drugged driving will likely continue to increase across the United States at an alarming rate; furthermore, the nonmedical use of prescription drugs is now the second most prevalent form of illicit drug abuse in the United States\(^1\);

WHEREAS, law enforcement, various medical doctors, research psychologists and other medical professionals developed a simple, standardized procedure for recognizing drug influence and impairment and their efforts culminated in the development of a multi-step protocol and the DRE program\(^2\);

WHEREAS, the DRE is a well-recognized asset to improving highway safety and detecting the signs, symptoms and effects of drug use;

WHEREAS, the dangers of illegal drugs, including marijuana, and the threat to public safety caused by their use in terms of highway safety, criminal activity, and domestic violence are well-documented\(^3\);

NOW THEREFORE, BE IT RESOLVED that the National Sheriffs’ Association supports the efforts of the Drug Recognition Expert (DRE) Section of the International Association of Chiefs of Police as a successful tool for safer communities and an increased quality of life in those communities; and,

BE IT FURTHER RESOLVED that the National Sheriffs’ Association’s Traffic Safety Committee encourages the Office of Sheriff to partner with the Drug Evaluation and Classification

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(DEC) Program to offer its support through its jail intake system as adequate locations for conducting local, regional, and in-state DRE evaluations as a critical component of field certification training and provide necessary volume of suspected drug-impaired subjects (see best practices guide for additional information) to DRE candidates as a means to save time and resources for new DRE evaluators.
NATIONAL SHERIFFS’ ASSOCIATION SUPPORTS THE EFFORTS OF RIDE-SHARING PROGRAMS SUCH AS LYFT TO COMBAT DOMESTIC VIOLENCE, HUMAN TRAFFICKING, MOTOR VEHICLE CRASHES RESULTING IN BODILY INJURY OR DEATH, AND SUPPORT FOR CRIME VICTIM SERVICE PROGRAMS

WHEREAS, domestic violence can be defined as a pattern of abusive behavior in any relationship that is used by one partner to gain or maintain power and control over an intimate partner1, and;

WHEREAS, according to the National Center for Injury Prevention and Control, women experience about 4.8 million intimate partner-related physical assaults and rapes every year2 and less than 20 percent of battered women sought medical treatment following an injury3, and;

WHEREAS, according to the CDC, one in four women and one in seven men will experience physical violence by their intimate partner at some point during their lifetimes in the United States4, and;

WHEREAS, about one in three women and nearly one in six men experience some form of sexual violence during their lifetimes5, and;

WHEREAS, in A Blueprint for Domestic Violence Intervention in Texas, the Texas Council on Family Violence lists transportation as a major issue for victims of domestic violence. Access to a car is a major factor in being able to obtain and sustain employment, ... and important in being able to maintain independence and safety. This is certainly true in rural areas, where no or limited public transit services make it impossible …[for] women trying to gain access to domestic violence service providers or the legal system … that access to transportation is an important need; in fact, it is critical to helping battered women maintain their independence and safety6, and;

WHEREAS, according to a survey done by the Institute of Women’s Policy Research, 73 percent of respondents said they had stayed with an abusive partner longer than they wanted or returned to them for economic reasons but expressed optimism that with the right resources, they

1 https://now.org/resource/violence-against-women-in-the-united-states-statistic/#endref3
2 https://now.org/resource/violence-against-women-in-the-united-states-statistic/#endref4
3 https://now.org/resource/violence-against-women-in-the-united-states-statistic/#endref5
5 https://www.cdc.gov/violenceprevention/intimate-partner-violence/fastfact.html
6 http://www.ncdsv.org/images/Transportation_TA.pdf
will flourish and thrive⁷, and;

**WHEREAS,** in that same survey, 66 percent said an abusive partner had [exerted control and influence] through tactics such as not allowing them access to money ... socially isolating the survivor, and controlling or monitoring their mobility, and;

**WHEREAS,** NHTSA reports that most impaired driving crashes happen during evenings and weekends, further reporting “…the rate of alcohol impairment among drivers involved in fatal crashes in 2017 was 3.6 times higher at night than during the day…” and 28% of all drivers involved in fatal crashes on weekends were alcohol-impaired, compared to 15% during the week⁸, and;

**WHEREAS,** Lyft has demonstrated efforts to address domestic violence, human trafficking, impaired driving and offer transportation support for victims of crime through its grants program offered through the National Sheriffs’ Association’s Domestic Violence and Crime Victim Services Committee, employee training with Business Ending Slavery and Trafficking, expanding its in-person driver education sessions at Driver Hubs and a driver education video, through its work on the Lyft Safety Advisory Council, and its in-app features to offer safer means of travel in rideshare services, and;

**WHEREAS,** access to transportation plays a critical role in the everyday lives of those in our communities. Across the country, the growth and popularity of Lyft and other on-demand ridesharing services have expanded access to safer, reliable, affordable transportation, thereby increasing communities’ access to safety, economic empowerment, education, commerce, art, and culture, and creating safer roads for healthy, vibrant communities, and;

**WHEREAS,** the National Sheriffs’ Association believes that a coordinated multidisciplinary approach—that includes providing equitable access to alternative modes of transportation for domestic violence victims, human trafficking and crime victims, and curbing victimization through preventing impaired driving—is necessary to improve the safety and quality of life in our communities, and;

**NOW THEREFORE, BE IT RESOLVED** that the National Sheriffs’ Association strongly supports the important role of Lyft and ridesharing efforts in providing support to domestic violence victims, human trafficking victims, motor vehicle crash victims and other victims of crime and thereby fostering safer communities, healthier cities, and more vibrant transportation.

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⁸ [https://crashstats.hnlsa.dot.gov/Api/Public/ViewPublication/812630](https://crashstats.hnlsa.dot.gov/Api/Public/ViewPublication/812630)

This resolution was approved by the National Sheriffs’ Association (NSA) Executive Committee on April 28, 2020, and is effective as of June 25, 2020, in accordance with the [NSA Emergency Declaration](https://www.nsaa.org/programs-and-activities/press-releases) of April 17, 2020 (due to the cancellation of the Annual Conference because of the coronavirus pandemic). The resolution shall remain in effect until June 25, 2024, in accordance with Article XIII, Section 6, of the Constitution and Bylaws of the National Sheriffs’ Association.