

Nevada Advisory Committee on Traffic Safety (NFACTS)

MEETING MINUTES

Tuesday, June 24, 2025, 2:00-4:00 pm

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NFACTS) was called to order at 2:01pm on June 24, 2025. Roll Call determined a quorum was present.

Committee Members Present

Sondra Rosenberg, Nevada Department of Transportation

Scott Hein, Nevada Department of Transportation

Julia Peek (Vice Chair), Department of Health & Human Services

Sean Sever, Department of Motor Vehicles

Amy Davey, Department of Public Safety, Office of Traffic Safety

Capt. Nate Peterson (proxy) for Major Kevin Honea, Department of Public Safety, Nevada Highway Patrol

Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas

Erin Breen (proxy) for Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center

Kelly Norman, Carson Area Metropolitan Planning Organization

Lia Grimaldi (proxy) for Joey Paskey, Nevada League of Cities/City of Las Vegas

Andrew Bennett (Chair), Nevada Association of Counties/Clark County

Rachael Shaw, Tahoe Regional Planning Agency

Theresa Gaisser, Regional Transportation Commission of Southern Nevada

Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure

Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)

Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member)

Members Absent

Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

Xuan Wang, Regional Transportation Commission of Washoe County

Cliff Banuelos, Inter-Tribal Council of Nevada

Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety, Office of Traffic Safety (non-voting member)

Vacant

Department of Education

Administrative Office of the Courts

2. Public Comment

No public comment.

3. **Approve April 22, 2025, Meeting Minutes (Approved)**

Review and approve the minutes from the previous meeting. Will now be publishing a Meeting Overview Summary in addition to the full minutes.

Motion: To approve the April 22, 2025 Meeting Minutes by Theresa Gaisser. Passed unanimously.
Final Meeting Minutes will be posted online.

4. **Safety Communications Update**

Amy Davey, Highway Safety Director from the Nevada Office of Traffic Safety, shared the new “What’s Your Goal?” Zero Fatalities video has been released and can be viewed [here](#). Research and re-branding to refresh Nevada’s traffic safety messaging and communications program is ongoing but this video continues to emphasize that zero deaths is still Nevada’s goal. The video will be used in speaking engagements and presentations; please contact the Office of Traffic Safety to use the video.

Other on-going safety communications include messaging for the 100 deadliest days of summer with graphics out at the lake, messaging surrounding speeding and impairment for Christmas and New Year’s Eve and the Fourth of July through the partnership with California Office of Traffic Safety.

5. **Revisions to NVACTS Bylaws (Approved)**

Chair Bennett proposed revisions to NVACTS Bylaws, which are detailed below.

3.1.6 – NVACTS ~~will~~ **may** review and ~~approve~~ **recommend approval of statewide strategic traffic safety plans** ~~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. **Recommendations may be a letter of support to the approving body of the statewide strategic traffic safety plan.**

- NDOT requests that NVACTS reviews and recommends approval of SHSP as this method better reflects the requirements of the SHSP. This also allows entities like NVACTS the chance to support.

8.2.1 Each Working Group shall be chaired by an individual whose organization is represented by a member of NVACTS.

Addition of 8.2.1.1 to allow a chair of a working group to be appointed by the NVACTS Chair

- This change removes the requirements of an NVACTS member to be the working group chair to allow subject matter experts the ability to lead discussions.

Motion: To approve the revisions of the NVACTS Bylaws by Sean Sever. Passed unanimously.

6. **Establish a Dram Shop Working Group (Approved)**

Chair Bennett provided background on the topic of a “Dram Shop Law” in Nevada and proposed that NVACTS establish a working group. Nevada is one of eight states that does not impose civil liability on bars, casinos, or other alcohol vendors for harm caused by an intoxicated person. Other states without a dram shop law include Delaware, Kansas, Maryland, Nebraska, South Dakota, Louisiana, and Virginia. Discussion about civil liability on alcohol vendors was discussed more in the 2025 Nevada Legislative Session than in any previous Legislative Session.

Consider including individuals to the working group that may be opposed to this policy change such as trial lawyers, Resort Association, Chambers, etc. as that have impacted legislation in the past.

Consider how personal responsibility and accountability are included within the discussion as those aspects are not discussed enough. The individual who decided to navigate Nevada’s roadways impaired cannot be ignored.

Motion: To approve of establishment of the Dram Shop Working Group by Erin Breen. Passed Unanimously.

Chair Andrew Bennett shared that this working group will be a noticed public meeting and will be transparent about the research and findings. He also requested recommendations from NVACTS members for individuals to join the working group. Please email Andrew Bennett (andrew.bennett@clarkcountynv.gov) or Lindsay Saner

(lindsay.saner@kimley-horn.com) if interested in joining the working group. The working group is anticipated to begin their efforts in July or August. Andrew Bennett will Chair the working group.

7. 2025 Legislative Summary

Disclaimer: The information presented is for informational purposes only and does not constitute an endorsement or opposition to any legislation discussed. We encourage you to conduct your own research, review the full text of any proposed measures, and ask questions to ensure a complete understanding. This presentation is intended to provide general awareness and should not be interpreted as advocating for or against any policy or legislative action.

Andrew Bennett thanked members of the Policy Priority Working Group (PPWG) for their efforts and dedication. The PPWG met every Friday morning leading up to and throughout the 2025 Nevada Legislative Session.

The PPWG was tracking the following bills:

Those with an * indicate that NVACTS testified or sponsored the bill.

AB54 – Revises penalties for failing to take certain precautions when approaching a traffic incident. (BDR 43-244)

- Did not pass -no further action allowed

AB55 – Revises provisions relating to motor vehicle crashes. (BDR 43-250)

- Approved by the Governor. Effective July 1, 2025.

AB111 – Revises provisions relating to certain traffic violations. (BDR 43-161)

- Approved by the Governor. Effective October 1, 2025

AB175 – Revises provisions relating to public safety. (BDR 43-162)

- Did not pass -no further action allowed

SB53 – Establishes certain requirements relating to notices of road hazards and road closures. (BDR 35-406)

- Did not pass -no further action allowed

SB56 – Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243)

- Did not pass -no further action allowed

AB168 “Idaho stop bill” – Revises provisions relating to bicycles, electric bicycles and electric scooters. (BDR 43-598)

- Did not pass -no further action allowed

AB527 – Authorizes the installation and use of school bus infraction detection systems on school buses. (BDR 43-421)

- Approved by the Governor. Effective July 1, 2025.

*SB415 – Authorizes the installation and use of an automated traffic enforcement system under certain circumstances. (BDR 43-422)

- Did not pass -no further action allowed

AB402 – ATE Work Zones Authorizes the installation and use of automated traffic enforcement systems in temporary traffic control zones. (BDR 43-184)

- Did not pass -no further action allowed

AB417 – Establishing provisions relating to the inspection of certain vehicles; revising provisions relating to the rescission and cancellation of the registration of a vehicle under certain circumstances; and providing other matters properly relating thereto. (BDR 43-647)

- Approved by the Governor. Effective 10/01/2025

*SB416 – This bill updates and expands the Nevada 24/7 Sobriety and Drug Monitoring Program. It clarifies that testing for alcohol or drugs may use any federally approved method, and that physical testing locations aren't required if local guidelines allow for alternatives. The bill replaces the existing "restricted driver's license" with a more flexible "24/7 privilege," allowing participants who comply with the program to drive freely, not just to specific destinations. It also broadens the list of possible sanctions for noncompliance to include increased monitoring, supervision, treatment, or testing, in addition to incarceration.

- Approved by the Governor.

AB61 – Authorizes the Regional Transportation Commission of Washoe County or any local government within Washoe County to establish a demonstration project for a certain toll road. (BDR 43-468)

- Did not pass -no further action allowed

SB304 Revises provisions relating to the crime of vehicular homicide. (BDR 43-370)

- Did not pass -no further action allowed

*SB309 – This bill strengthens penalties and treatment protocols for DUI offenses in Nevada. It increases the minimum jail or residential confinement for a second DUI offense within 7 years from 10 to 20 days. It also lowers the blood alcohol concentration threshold that triggers mandatory substance use disorder evaluations from 0.18 to 0.16. The bill expands what qualifies as a prior DUI offense to include participation in treatment programs and modifies eligibility rules for third-time offenders seeking treatment, prohibiting reentry into such programs only if previously ordered to complete one. Finally, it applies felony DUI penalties to individuals in third-time offender treatment programs who reoffend.

- Approved by the Governor. Effective October 1, 2025

SB85 – An act relating to public safety; removing the prospective expiration of certain requirements relating to the recording, retention and review of information concerning traffic stops made by law enforcement officers; revising certain reporting requirements for law enforcement agencies and certain third parties with whom the Department of Public Safety contracts; and providing other matters properly relating thereto.

- Vetoed by the Governor. (Return to 84th Session)

SB359 – This bill revises several procedural and substantive provisions related to civil traffic infractions and vehicle crashes in Nevada. It allows civil infraction hearings to follow certain rules under the Nevada Administrative Procedure Act and caps the required bond amount for contesting citations. It permits attorneys to appear on behalf of defendants and mandates dismissal of citations if the issuing officer fails to appear or submit a statement. Courts can now consolidate misdemeanor and civil infraction cases into one hearing. The bill introduces a more equitable distribution of civil penalties and prohibits attorney fees in civil infraction cases. It removes procedural deadlines for prosecutors to reclassify misdemeanors as civil infractions and clarifies that DUI-related offenses must be reduced to civil infractions if the DUI charge is dropped (unless through a plea deal). It also tightens criteria for reducing speeding violations and authorizes counties to impose civil penalties unless state law requires criminal ones. Lastly, it clarifies drivers' responsibilities after crashes, including updated requirements based on crash location and the presence of attended or unattended property. (AB116 Cleanup)

- Approved by the Governor. Effective October 1, 2025

SB457 – This bill increases penalties for driving under the influence, especially in cases that result in death. Sections 80 and 82 raise prison terms for individuals who cause a fatal crash while under the influence of alcohol or a controlled substance and impose harsher penalties for repeat offenders with one or two prior DUI convictions. Sections 77 and 81 clarify that Nevada's DUI laws concerning marijuana and its metabolites apply to certain felony-level offenses. These changes reflect a stronger legislative stance on repeat and fatal DUI offenses by aligning penalties with the severity of the crime.

- Did not pass -no further action allowed

Additional details on these bills can be found on the NELIS site [here](#).

Regarding SB416, the Nevada DMV provided a fiscal note as this will impact their standard operating procedures. Implementation of this change will occur when DMV has sufficient resources in place as part of the turnover to the new programs for DMV.

The Committee discussed that there were more thoughtful and established BDRs focused on traffic safety in this session than in previous sessions. People are now more familiar with NVACTS and policy priorities. It is challenging to keep the momentum due to the changes in legislative committee members between Interim Committees and those during the Legislative Session. Senator Nguyen recommended careful consideration to engage legislators in the interim and engage others outside of the traffic safety community that can lend support to safety priorities. Additionally, she recommended NVACTS strategize how to brief legislators in advance, as there were many bills that legislators were not aware of before the session.

Although many of the traffic safety bills did not move forward, there were some that did, including the bill for Automated Enforcement on School Bus Stop Arms. The advancement of traffic safety conversations should consider this as a win!

8. Traffic Safety Data and Trends

Chair Andrew Bennett presented the statewide monthly crash report and trends on the preliminary data through May 31, 2025. Nevada is seeing less fatalities than 2024; however, it is important to remember that 2024 was the worst year on record. There is a 10% reduction in lives lost in many counties throughout the state.

Pedestrians and motorcycles reported the highest fatalities on record in 2024. In 2025, pedestrian fatalities are down 20% but motorcycle fatalities have increased by 20% (year to date).

The state report is sent monthly and includes year to date preliminary data through the previous month. The past ten years has shown a steady climb in fatalities on Nevada's roadways. Fatal crash rates are based on a 100,000 population, which illustrate an increasing fatality rate, alongside an increase in the number of people living in Nevada.

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

9. Nevada Strategic Highway Safety Plan (SHSP) Update Overview

The five-year Strategic Highway Safety Plan is led by NDOT but includes both local stakeholders and others from the traffic safety community.

SHSP partners include the Traffic Records Coordination Committee, a requirement of the Highway Safety Plan led by the Nevada Office of Traffic Safety. Additionally, NVACTS is a critical component of the plan as executive members of the state, local agencies, and additional partners are included in the planning process and the committee is guided by Nevada Revised Statutes.

Please reach out to Lindsay Saner at Lindsay.saner@kimley-horn.com if there are any partners missing from the graphics provided.

This plan is moving to the Safe System Approach for the plan's framework which will include Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care. The state's Critical Emphasis Areas will be incorporated under each of the elements of the Safe System Approach.

The Safe System Pyramid, which is based on the public health model, considers the amount of individual effort versus population impact. A focus on policy change, socioeconomic factors, and infrastructure changes to the built environment require the least individual effort and have the largest population impact. These concepts will be built into the plan with strategies to include a multi-disciplinary approach alongside policy change, which is critical to the success of the plan.

In development of the SHSP, NDOT hosted two stakeholder workshops, one in Las Vegas and one in Carson City. Key takeaways/priorities for the SHSP include:

- Cooperative Approach with partners/agencies
- Context sensitive design
- Find a way to make safety cool – build this up, positive association in the plan

The SHSP is scheduled to be finalized in Fall 2025 and NDOT will be requesting a letter of support from NVACTS at a future meeting, likely at the October meeting during the Safety Summit (October 21). The formal submittal of the plan to the Governor for signature and FHWA for approval is anticipated by the end of the year. Implementation of the plan will begin in January 2026.

If you are interested in being involved in the development of the SHSP update, please reach out to Lacey Tisler at ltisler@dot.nv.gov. For more information on the SHSP, please visit: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities](#)

10. Autonomous Vehicles Working Group

Please send names for those interested to Chair the working group and members for this committee to Andrew Bennett at (andrew.bennett@clarkcountynv.gov) by July 18th as the working group will kick off late July/August.

NVACTS members discussed someone from UNLV that would be qualified to chair, and consider members from DMV, NDOT, legislators, and parties who are in opposition to autonomous vehicles.

Senator Nguyen shared that autonomous vehicles are national priority for Teamsters – pushing to have drivers in vehicles.

11. Discuss NVACTS Meeting Date and Location

NVACTS Meetings will repeat bi-monthly through 2025. Chair Bennett proposed the meetings to be hosted on the fourth Tuesday of the month from 2:00 PM – 4:00 PM.

- August 26 and mid-December – locations to be determined for meetings in Carson City and Las Vegas.
- The October meeting will be at the South Point Hotel during the Traffic Safety Summit, October 21-23.
 - Information on the Safety Summit can be found here: zerofatalitiesnv.com

12. Open Discussion

Senator Nguyen encouraged the committee to consider how to best utilize interim committees (standing interim committees are relatively new over the last few sessions). The most effective presentations follow the formal format of a legislative hearing (as if presenting a bill). During some of these conversations, speakers have been invited from NCSL or LCB, which has allowed for deeper conversation and those in opposition also participate.

Sean Sever, DMV, shared that this was a successful legislative session for NVACTS. There were many bills passed that positively impact traffic safety in Nevada and there were a lot of great conversations surrounding the next steps for bills that did not pass. He thanked Assemblywoman Brown May and Senator Nguyen for their commitment to NVACTS.

Lacey Tisler, NDOT Traffic Safety Engineering, recommended that the Autonomous Vehicle Working Group plan to discuss data with the AV operators. This discussion would allow for a larger conversation to identify available data, beyond crash data, to help make our roads safer with AVs.

Chair Andrew Bennett encouraged attendance at RTC of Southern Nevada's kick off meeting for Safe Streets for All that will be held Thursday afternoon, 6/26 from 4-6 PM at Nevada State Museum.

13. Public Comment

No public comment.

14. Adjourn Meeting

Meeting was adjourned at 3:45 PM.

Attachments

NVACTS Meeting Minutes from April 22, 2025

Revised NVACTS Bylaws

2025 Nevada Legislative Session Recap

Statewide Monthly Fatality Report (May)

Nevada Advisory Committee on Traffic Safety (NVACTS)

MEETING MINUTES (Draft)

Tuesday, April 22, 2025, 2:00-4:00 pm

1. Call to Order/Roll Call

The meeting of the Nevada Advisory Committee on Traffic Safety (NVACTS) was called to order at 10:01am on April 22, 2025. Roll Call determined a quorum was present.

Committee Members Present

Sondra Rosenberg, Nevada Department of Transportation

Scott Hein, Nevada Department of Transportation

Julia Peek (Vice Chair), Department of Health & Human Services

Sean Sever, Department of Motor Vehicles

Amy Davey, Department of Public Safety, Office of Traffic Safety

Major Kevin Honea, Department of Public Safety, Nevada Highway Patrol

Dr. Deborah Kuhls, Kerkorian School of Medicine at University of Nevada, Las Vegas

Erin Breen (proxy) for Dr. Shashi Nambisan, University of Nevada, Las Vegas Transportation Research Center

Kelly Norman, Carson Area Metropolitan Planning Organization

Lia Grimaldi (proxy) for Joey Paskey, Nevada League of Cities/City of Las Vegas

Andrew Bennett (Chair), Nevada Association of Counties/Clark County

Rachael Shaw, Tahoe Regional Planning Agency

Theresa Gaisser, Regional Transportation Commission of Southern Nevada

Lt. Thomas Healing, Nevada Sheriffs and Chiefs Association/Boulder City Police Department

Non-Voting Members Present

Lacey Tisler, Chief, Traffic Safety Engineering Division, Nevada Department of Transportation (non-voting member)

Kevin Tice, Chair, Traffic Records Coordinating Committee, Department of Public Safety-Office of Traffic Safety (non-voting member)

Members Absent

Shannon Bryant, Chair, Committee on Testing for Intoxication (non-voting member)

Xuan Wang, Regional Transportation Commission of Washoe County

Cliff Banuelos, Inter-Tribal Council of Nevada

Assemblywoman Tracy Brown-May, Nevada State Assembly Committee on Growth & Infrastructure

Senator Rochelle Nguyen, Nevada State Senate Committee on Growth & Infrastructure

Vacant

Department of Education

Administrative Office of the Courts

2. Public Comment

No public comment.

3. Approve December 16, 2024, Meeting Minutes (Approved)

Review and approve the minutes from the previous meeting.

Motion: To approve the December 16, 2024 Meeting Minutes. Passed unanimously.

Final Meeting Minutes will be posted online.

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

Anita Pepper, DPS-OTS, presented the statewide monthly crash report and trends on the preliminary data through March 31, 2025. The format for the state fatal report has been improved and includes updated graphics, maps, and a 10-year historical comparison of fatal crashes and fatalities. The state reports are sent monthly on the previous month's preliminary data. The past ten years has shown a steady climb in fatalities on Nevada's roadways. Fatal crashes based on 100,000 population illustrate that the rates are increasing alongside the number of people living in Nevada.

Nationally, most states saw a rise in 2020 but have experienced a flat or decreasing trend since then, but Nevada is still trending upward.

If anyone would like to be added to the distribution for the monthly state fatal report, please contact Anita Pepper.

5. Vulnerable Road User (VRU) Safety Project at UNLV Presentation (Information/Discussion)

Associate professors at UNLV School of Public Health, Courtney Coughenour and Maxim Gakh, presented on the VRU Safety Project.

UNLV has reviewed hot spots identified from the [VRU Safety Assessment](#) completed by NDOT in 2023. Of the hot spots identified, further inspection was conducted at three locations in Clark County and the City of Las Vegas where infrastructure improvements are planned for the near future. Their work is taking public health and health outcomes into account through walk audits and collaboration with community members and organizations.

Project objectives include community member engagement with public health and built environment through use of a steering committee comprised of community partners. The project team will be specifically looking at posted speed limits, locations of crosswalks, access management, and connectivity for pedestrians and bicyclists.

The team is using the "Infrastructure for Healthy Living: A [Project Scoping Tool](#)" (PST) which has been developed for over five years and is utilized to provide project recommendations prioritizing public health. The tool currently focuses on urban environments in Clark County but the team plans to expand the capabilities of the tool for Washoe County improvements soon.

6. Policy Priority Working Group Report (Information/Discussion)

Chair Bennett provided an update on the 2025 Nevada Legislative session. Items herein are those that have been tracked and discussed throughout session by the Policy Priority Working Group.

[SB415](#) – Use of Automated Traffic Enforcement System (NVACTS BDR)

- Will not move forward
- Chair Bennett expressed gratitude to Assemblywomen Nguyen for this to be heard by the Senate of Growth and Infrastructure.

[SB416](#) – Revises provisions relating to the statewide sobriety and drug monitoring program (NVACTS BDR)

- Will move forward, amended.
- Chair Bennett expressed gratitude to Sean Sever for all his efforts on the amended language.

Upcoming legislative deadlines:

- Tuesday, April 22, 2025 First House Passage
- Friday, May 16, 2025 Committee Passage (Second House)

- Friday, May 23, 2025 Second House Passage

Chair Andrew Bennett is a registered lobbyist for the 83rd Session of the Nevada Legislature (Session) representing NVACTS.

Please reach out to Andrew Bennett via call or text (702-217-1168) for any questions or comments throughout Session.

7. Equity Working Group Report (For Possible Action)

Amy Davey provided a summary of the activities and recommendations of the “Equity Working Group,” established to review Nevada safety data to understand the types of people and communities that are overrepresented in the crash data.

The working group reviewed both national and statewide data and resources, NVACTS’ role in supporting equity, and strategic partnerships with communities that are impacted by crashes and crash data. In the short time this working group met, recommendations for research were identified:

Disproportionate Impact on Racial and Ethnic Minorities

1. Establish grant-funded programs or projects that focus exclusively on outreach activities to connect state resources with tribal needs through dedicated resources.
2. Develop outreach initiatives that require face-to-face visits to communities over-represented in data to engage through listening and learning while showing cultural respect. State agency collaboration together with community leadership helps build trust and enables teamwork to enhance safety measures.
3. Consider an in-depth review of crash data within over-represented communities to determine additional risk factors and develop effective countermeasures, such as transportation patterns that can be addressed with safety treatments.

Socio-Economic Status

1. Improve vehicle safety by developing a program supported by local mechanics, schools and non-profit organizations to assist with vehicle repairs for basic safety issues (e.g. lighting, brakes, tires)
2. Prioritize infrastructure upgrades in distressed neighborhoods using data on traffic fatalities improving street lighting, installing speed bumps, pedestrian crossings, and signage in high-risk areas through federal and state grants specifically for low-income community transportation safety improvements (e.g., Safe Streets and Roads for All grant).
3. Develop community education and outreach programs focused on the dangers of impaired, distracted, and fatigued driving.

Transportation Modalities and Micromobility

1. Infrastructure modifications at transit hubs should include the development of exclusive lanes and improved signage to protect users of micromobility devices. Enhanced lighting along with distinct road markings and physical barriers where possible should be implemented.
2. Areas with high micromobility-related incidents should receive increased behavioral enforcement efforts. We need to implement educational initiatives that teach users about safety protocols and device limitations.
3. County-level research should be carried out to pinpoint specific high-risk areas for vulnerable road users. The collected data serves as a foundation for developing targeted interventions that maximize efficacy while minimizing resource use.

Addressing Ability and Disability Challenges

1. Create specialized driver education programs that help people overcome their unique challenges to obtain and maintain licenses. The program may offer financial support for training programs that assess drivers to enhance their road preparedness.
2. Initiate community-based transportation solutions and public options which support non-drivers to keep underprivileged groups connected to essential services and community activities.
3. The state should consider projects modeled after Washington State to study transportation challenges faced by people who hold a license yet choose not to drive.

Homelessness and Traffic Safety

1. Create specific outreach programs that help homeless populations by using models from successful programs like Springfield, MO's "Use Your WITS" program. The development of such programs should include collaborations between local non-profits and mental health organizations.
2. Law enforcement, emergency services, and social service agencies should work together to offer comprehensive support through safe spaces, healthcare, and mental health counseling.
3. The program should identify homeless community members who can act as spokespersons and provide them with necessary support. The information provided by these speakers will enable the creation of customized safety initiatives as well as foster trust among populations who generally distrust such efforts.

Resident vs Non-Resident Crash Dynamics

1. Incorporate "rules of the road" in marketing to tourists or on changeable message signs entering into the region. Marketing is already in progress (see sources under Nevada Road Safety Tips for Tourists/Non-residents) New Zealand has a very successful campaign with signs that say "NZ roads are different, allow more time"
2. Social media campaigns to resident population asking them to be patient and not expect visitors to know the roads like they do.
3. The state should implement educational campaigns and dynamic message signs at Nevada entry points to educate non-residents about local driving rules.

Policy Recommendations and Collaborative Actions

1. Municipal codes and state laws need updates to strengthen best practice policies and traffic safety enforcement while providing for sustained and improved support of education, road safety enhancements, and equitable access to transportation alternatives.
2. Initiate educational and outreach programs directed at groups with high representation levels including American Indian/Alaska Native communities and youth as well as populations that receive inadequate services such as the elderly, non-drivers and homeless individuals. All campaigns need to incorporate cultural and social awareness and require coordination with community representatives during their design process.
3. Continue collaborative relationships between state agencies such as NDOT and DMV alongside law enforcement with tribal organizations alongside non-profit groups and educational institutions. Develop dedicated positions including a grant-funded outreach liaison to maintain focused and sustainable efforts.
4. Secure additional funds for research and data gathering to identify existing safety gaps and evaluate the success of current interventions. Equity fact sheets development plays a part in tracking progress and shaping upcoming policy changes.

Based on the research found, Nevada follows the trend of national statistics and socio-economic status does play a role in under and over-represented populations. The working group also found that non-residents are not overrepresented in fatalities, but they do receive more citations. These recommendations are not expected to be accepted with action taken by NVACTS; rather, a proposal for further research, training, and policy recommendations.

Both Chair Andrew Bennett and Vice Chair Julia Peek shared that these recommendations will play a role in NVACTS policy priorities during the interim session. They also foresee some moving forward and discussed through the development of NDOT's next 5-year Strategic Highway Safety Plan (SHSP).

Motion: To adopt the EWG Report inclusive of its recommendations by Dr. Kuhls. Passed unanimously.

Final EWG Report will be posted online. The group will remain in an inactive status to reinstate in the future without requiring a vote by NVACTS.

8. Nevada Strategic Highway Safety Plan (SHSP) Update Overview (Information/Discussion)

The SHSP is a requirement for federal aid through the Highway Safety Improvement Plan (HSIP). This plan is a data-driven, Safe System Approach with strategies and actions to reduce fatalities and serious injuries. The 2026-2030 plan development is underway and will be completed by the end of 2025, to be signed by the Governor.

The data shows Nevada's top issues remain the same as they were five years ago: speed, impairment, intersections, and vulnerable road users.

FHWA requires the following components for development of the SHSP: stakeholder coordination, coordination with other plans, and targets that are data-driven and performance-based. Progress needs to be tracked and monitored with strategies to be effective using data aligning with best practices. Annually, states receive rules based on the crash data and based on a state's ability to meet the FHWA's performance targets, implementation plans receive funding if safety targets are not being met.

NVACTS plays an important role in the SHSP as this committee is comprised of executive leadership across the state.

Surveys will be distributed soon to NVACTS members and stakeholders. Additionally, stakeholder workshops will be held in the next few months.

If you are interested in being involved in the development of the SHSP update, please reach out to Lacey Tisler at ltisler@dot.nv.gov. For more information on the SHSP, please visit: [STRATEGIC HIGHWAY SAFETY PLAN - Zero Fatalities](#)

9. Revisions to NVACTS Bylaws (Information/Discussion)

Chair Bennett proposed revisions to NVACTS Bylaws, which are detailed below.

3.1.6 – NVACTS ~~will~~ **may** review and ~~approve~~ **recommend approval of statewide strategic traffic safety plans** ~~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.

Recommendations may be a letter of support to the approving body of the statewide strategic traffic safety plan.

- NDOT requests that NVACTS reviews and recommends approval of SHSP.

8.2.1 Each Working Group shall be chaired by an individual whose organization is represented by a member of NVACTS.

Addition of 8.2.1.1 to either allow a chair of a working group to be appointed by the NVACTS Chair or by a vote of NVACTS members.

- Remove the requirements of NVACTS member being a working group chair to allow subject matter experts the ability to lead discussions.

The proposed revisions to the NVACTS By-laws will be for possible action at the next NVACTS meeting.

10. Dram Shop Law Discussion (Information/Discussion)

Chair Bennett provided background on the topic of a “dram shop law” in Nevada and proposed that NVACTS establish a working group.

Nevada is one of eight states that does not impose civil liability on bars, casinos, or other alcohol vendors for harm caused by an intoxicated person.

This law has not been brought to legislation in Nevada since the early 90s. New Jersey has been successful at passing a Dram Shop law since that time. The intent for establishing a working group under NVACTS is to investigate what other states have done and the feasibility of this in Nevada, as impairment is a factor in 51% of fatalities on Nevada’s roads.

This working group would review the specifics of dram shop law, gain understanding about the need for dram shop law in Nevada and determine the necessity to forward this for the 2027 legislative session.

The working group is anticipated to be eight months long with 7 meetings at about 90 minutes per meeting.

Participation from those outside of the Traffic Safety community would be needed in the conversation; however, the group will consist of less than 20 members.

The establishment of a Dram Shop Working Group is proposed and will be included for possible action at the next NVACTS meeting.

11. Discuss NVACTS Meeting Date and Location (Information/Discussion)

NVACTS Meetings will repeat bi-monthly through 2025. Chair Bennett proposed the meetings to be hosted on the fourth Tuesday of the month from 2:00 PM – 4:00 PM.

- June 24, August 26, and December 23 at the LCB in Carson City and Las Vegas.
- The October meeting will be at the South Point Hotel during the Traffic Safety Summit, October 21-23.
 - Information on the Safety Summit can be found here:

12. Open Discussion

None.

13. Public Comment

No public comment.

14. Adjourn Meeting

Meeting was adjourned at 3:43 PM.

Attachments

NVACTS Meeting Minutes from December 16, 2024

Statewide Monthly Fatality Report (March)

Vulnerable Road User Safety Project at UNLV Presentation

Traffic Safety BDR Tracker

Equity Working Group Final Report (Traffic Safety Demographics in Nevada)

Current NVACTS Bylaws

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY (NVACTS) BYLAWS

ARTICLE 1 – NAME

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

ARTICLE 2 - AUTHORITY

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

ARTICLE 3 - PURPOSE AND FUNCTION

- 3.1 The NVACTS shall review, study and make recommendations regarding:
 - 3.1.1 Evidence-based best practices for reducing or preventing deaths and injuries related to motor vehicle crashes on roadways in this State;
 - 3.1.2 Data on motor vehicle crashes resulting in death or serious bodily injury in this State, including, without limitation, factors that cause such crashes and measures known to prevent such crashes;
 - 3.1.3 Policies intended to reduce or prevent deaths and injuries related to motor vehicle crashes on roadways in this State; and
 - 3.1.4 Any other matter submitted by the Chair.

- 3.1.5 NVACTS will provide guidance to state, county, all local agencies, and tribal communities that incorporate a commitment to traffic safety in their mission and/or organization.
- 3.1.6 NVACTS may review and recommend approval of statewide strategic traffic safety plans 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. Recommendations may be a letter of support to the approving body of the statewide strategic traffic safety plan.
- 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.

ARTICLE 4 – MEMBERSHIP

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

Superintendent (or designee), Department of Education (DED)

Member, Nevada State Assembly Standing Committee on Growth and Infrastructure (appointed by Speaker of the Assembly)

Member, Nevada State Senate Standing Committee on Growth and Infrastructure (appointed by Majority Leader of the Senate)

Representative (appointed by the Chief Justice of the Supreme Court of Nevada), Administrative Office of the Courts (AOC)

Representative (appointed by Inter-Tribal Council of Nevada (ITCN)), Tribal Governments

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative (appointed by NDOT Director), Nevada System of Higher Education

Representative, Regional Transportation Commission of Southern Nevada (RTCSNV)

Representative, Regional Transportation Commission of Washoe County (RTC)

Representative, Carson Area Metropolitan Planning Organization (CAMPO)

Representative, Tahoe Regional Planning Agency (TRPA)

Representative, Nevada Association of Counties (NACO)

Representative, Nevada League of Cities

Representative, Nevada Sheriffs' and Chiefs' Association (NSCA)

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

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

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

ARTICLE 5 - VOTING

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

ARTICLE 6 - COMPENSATION

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

ARTICLE 7 – MEETINGS

- 7.1 The Advisory Committee shall meet at least once each calendar quarter and may meet at such further times as deemed necessary by the Chair.
- 7.2 NVACTS members may submit agenda items no later than 12 working days before a scheduled meeting to the Chair. 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 - WORKING GROUPS

- 8.1 The Advisory Committee may establish such working groups 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 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 Each Working Group shall be chaired by an individual whose organization is represented by a member of NVACTS.
- 8.2.1.1 The Chair of the Working Group shall be appointed by the NVACTS Chair.
- 8.2.2 The size and composition of a Working Group will be determined by the appointed chair.

- 8.2.3 Working Group membership are not required to be limited to members of the NVACTS, and when possible, they will be composed of a diverse selection of representatives from relevant state, federal, county, local, and tribal agencies in an effort to ensure all aspects of the topic are identified and addressed.
- 8.2.4 Working Groups may 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 Working Group members shall receive no compensation other than that received from their own agency/organization. The 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. Working Groups shall not speak to or be recognized by the board as a single voice on any issue.
- 8.2.7 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 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 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 June 24, 2025.

NEVADA ADVISORY COMMITTEE ON TRAFFIC SAFETY

Traffic Safety Legislation

June 17, 2025

Disclaimer:

The information presented in this PowerPoint is for informational purposes only and does not constitute an endorsement or opposition to any legislation discussed. We encourage you to conduct your own research, review the full text of any proposed measures, and ask questions to ensure a complete understanding. This presentation is intended to provide general awareness and should not be interpreted as advocating for or against any policy or legislative action.

1

83rd Session - 2025

Resources

- Nevada Electronic Legislative Information System (NELIS)
 - www.leg.state.nv.us/App/NELIS/REL/83rd2025
- Nevada Advisory Committee on Traffic Safety Annual Report (NVACTS)
 - <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/nvacts/>

Deadlines

- Monday, March 17, 2025 Legislators' Bill Introductions
- Monday, March 24, 2025 Other Remaining Bill Introductions
- Friday, April 11, 2025 Committee Passage (First House)
- Tuesday, April 22, 2025 First House Passage
- Friday, May 16, 2025 Committee Passage (Second House)
- Friday, May 23, 2025 Second House Passage

2

83rd Session - 2025

3

AB54 DPS-NHP – Did not pass -no further action allowed

- Revises penalties for failing to take certain precautions when approaching a traffic incident. (BDR 43-244)
 - This bill increases the penalty for failing to take precautions when approaching a traffic incident. If such failure directly causes the death or substantial bodily harm of a first responder, the offender will be charged with a category B felony. The punishment includes 1 to 6 years in state prison and a fine between \$2,000 and \$5,000.

AB55 DPS-OTS - Approved by the Governor. Effective July 1, 2025.

- Revises provisions relating to motor vehicle crashes. (BDR 43-250)
 - It mandates that coroners analyze blood samples from deceased crash victims for both alcohol and certain prohibited substances. It also requires police officers investigating vehicle crashes to submit their reports through the state's electronic crash reporting system within 10 days of the crash or the death of an involved individual. Additionally, the Department of Public Safety must provide standardized electronic crash report forms to law enforcement agencies and other relevant entities.

AB111 Hibbetts– Approved by the Governor. Effective October 1, 2025

- Revises provisions relating to certain traffic violations. (BDR 43-161)
 - This bill changes the penalty for certain violations related to wrong way driving. Previously classified as civil infractions, these violations will now be punishable as misdemeanors.

3

83rd Session - 2025

4

AB175 Hibbetts – Did not pass -no further action allowed

- Revises provisions relating to public safety. (BDR 43-162)
 - This bill increases the lookback period for DUI offenses from 7 years to 10 years, meaning prior offenses will be considered for a longer period when determining penalties.

SB37 DPS-NHP – Did not pass -no further action allowed

- Prohibits engaging in road rage. (BDR 43-242)
 - This bill makes road rage a criminal offense, defining it as assaulting or intentionally intimidating, harassing, or frightening another driver or occupant in response to a roadway incident. A first offense is classified as a misdemeanor, while a second or subsequent offense is a gross misdemeanor. Penalties may include fines, up to 364 days in jail, driver's license suspension, community service, and vehicle impoundment.

SB53 Lyon County– Did not pass -no further action allowed

- Establishes certain requirements relating to notices of road hazards and road closures. (BDR 35-406)
 - This bill attempts to require coordination between government agencies and navigation providers to improve real-time traffic and road condition updates. It allows cities, counties, regional transportation commissions, and the Department of Transportation to notify navigation providers of road conditions such as closures, hazards, and construction. Navigation providers must integrate this information into their real-time data within 48 hours or face a \$500 daily penalty until compliance or resolution of the road condition. Additionally, the bill requires the Department of Transportation to develop an electronic system for local agencies to report road conditions, which will be displayed on public platforms like Nevada 511. It also mandates the appointment of two nonvoting navigation provider representatives to the Advisory Committee on Traffic Safety to improve collaboration.

4

83rd Session - 2025

5

SB56 DPS-NHP – Did not pass -no further action allowed

- Revises provisions relating to driving a vehicle or operating a vessel under the influence. (BDR 43-243)
 - This bill enhances DUI enforcement and data collection by requiring the Nevada Highway Patrol to establish a standardized electronic format for law enforcement agencies to report DUI violations to the Office of Traffic Safety. Agencies must submit this data electronically as resources allow. Additionally, the bill extends the timeframe for measuring a driver's blood alcohol concentration (BAC) after driving from 2 hours to 3 hours, allowing for a broader window to assess intoxication levels.

AB168 Goulding - Did not pass -no further action allowed

- Revises provisions relating to bicycles, electric bicycles and electric scooters. (BDR 43-598)
 - This bill modifies traffic laws for bicycles, electric bicycles, and electric scooters. It requires riders to stop at stop signs and red lights but allows them to proceed through a stop sign without stopping if it is safe to do so. Additionally, riders may cautiously proceed through a red light or make certain turns after coming to a complete stop and meeting specific conditions. Violations of these rules are classified as civil infractions.

5

83rd Session - 2025

6

AB527 Bus Patrol– Approved by the Governor. Effective July 1, 2025.

- Authorizes the installation and use of school bus infraction detection systems on school buses. (BDR 43-421)

SB415 NVACTS – Did not pass -no further action allowed

- Authorizes the installation and use of an automated traffic enforcement system under certain circumstances. (BDR 43-422)

AB402 ASSEMBLYMEMBER TORRES-FOSSETT – Did not pass -no further action allowed

- Authorizes the installation and use of automated traffic enforcement systems in temporary traffic control zones. (BDR 43-184)

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83rd Session - 2025

7

AB417 Assemblymember Hunt– Approved by the Governor. Effective 10/01/2025

- Establishing provisions relating to the inspection of certain vehicles; revising provisions relating to the rescission and cancellation of the registration of a vehicle under certain circumstances; and providing other matters properly relating thereto.(BDR 43-647)

SB416 NVACTS – Approved by the Governor.

- This bill updates and expands the Nevada 24/7 Sobriety and Drug Monitoring Program. It clarifies that testing for alcohol or drugs may use any federally approved method, and that physical testing locations aren't required if local guidelines allow for alternatives. The bill replaces the existing "restricted driver's license" with a more flexible "24/7 privilege," allowing participants who comply with the program to drive freely, not just to specific destinations. It also broadens the list of possible sanctions for noncompliance to include increased monitoring, supervision, treatment, or testing, in addition to incarceration.

AB61 CITY OF SPARKS – Did not pass -no further action allowed

- Authorizes the Regional Transportation Commission of Washoe County or any local government within Washoe County to establish a demonstration project for a certain toll road. (BDR 43-468)

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83rd Session - 2025

8

SB304 Senator Jeff Stone–Did not pass -no further action allowed

- Revises provisions relating to the crime of vehicular homicide. (BDR 43-370)

SB309 Senator Steinbeck –Approved by the Governor. Effective October 1, 2025

- This bill strengthens penalties and treatment protocols for DUI offenses in Nevada. It increases the minimum jail or residential confinement for a second DUI offense within 7 years from 10 to 20 days. It also lowers the blood alcohol concentration threshold that triggers mandatory substance use disorder evaluations from 0.18 to 0.16. The bill expands what qualifies as a prior DUI offense to include participation in treatment programs and modifies eligibility rules for third-time offenders seeking treatment, prohibiting reentry into such programs only if previously ordered to complete one. Finally, it applies felony DUI penalties to individuals in third-time offender treatment programs who reoffend.

SB85 Committee on Growth and Infrastructure –Vetoed by the Governor. (Return to 84th Session)

- An act relating to public safety; removing the prospective expiration of certain requirements relating to the recording, retention and review of information concerning traffic stops made by law enforcement officers; revising certain reporting requirements for law enforcement agencies and certain third parties with whom the Department of Public Safety contracts; and providing other matters properly relating thereto.

8

83rd Session - 2025

SB359 Committee on Judiciary–Approved by the Governor. Effective October 1, 2025

- This bill revises several procedural and substantive provisions related to civil traffic infractions and vehicle crashes in Nevada. It allows civil infraction hearings to follow certain rules under the Nevada Administrative Procedure Act and caps the required bond amount for contesting citations. It permits attorneys to appear on behalf of defendants and mandates dismissal of citations if the issuing officer fails to appear or submit a statement. Courts can now consolidate misdemeanor and civil infraction cases into one hearing. The bill introduces a more equitable distribution of civil penalties and prohibits attorney fees in civil infraction cases. It removes procedural deadlines for prosecutors to reclassify misdemeanors as civil infractions and clarifies that DUI-related offenses must be reduced to civil infractions if the DUI charge is dropped (unless through a plea deal). It also tightens criteria for reducing speeding violations and authorizes counties to impose civil penalties unless state law requires criminal ones. Lastly, it clarifies drivers' responsibilities after crashes, including updated requirements based on crash location and the presence of attended or unattended property. (AB116 Cleanup)

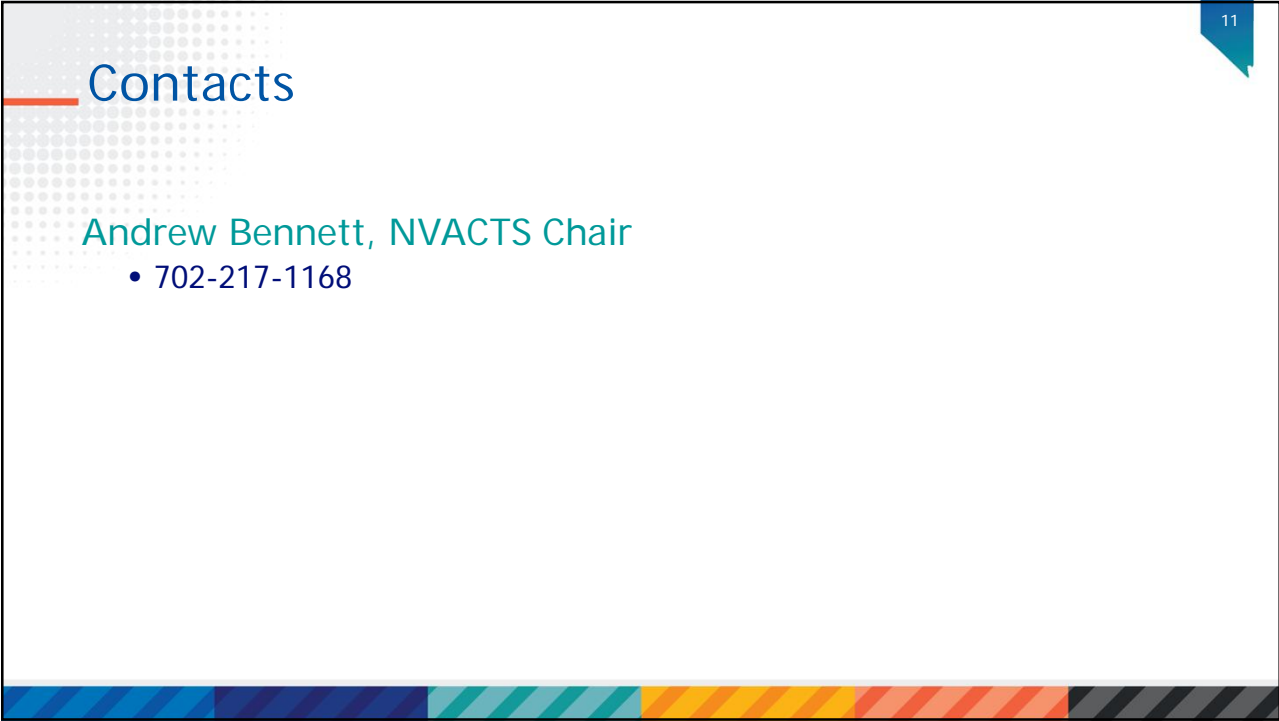
9

83rd Session - 2025

SB457 Governor's Crime Bill–Did not pass -no further action allowed

- This bill increases penalties for driving under the influence, especially in cases that result in death. Sections 80 and 82 raise prison terms for individuals who cause a fatal crash while under the influence of alcohol or a controlled substance and impose harsher penalties for repeat offenders with one or two prior DUI convictions. Sections 77 and 81 clarify that Nevada's DUI laws concerning marijuana and its metabolites apply to certain felony-level offenses. These changes reflect a stronger legislative stance on repeat and fatal DUI offenses by aligning penalties with the severity of the crime.

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Contacts

Andrew Bennett, NVACTS Chair

- 702-217-1168

NEVADA STATEWIDE MONTHLY FATAL REPORT



Zero Fatalities
Lives are on the Line

Date of Report: 6/6/2025

Current Reporting Period: January 1, 2025 - May 31, 2025

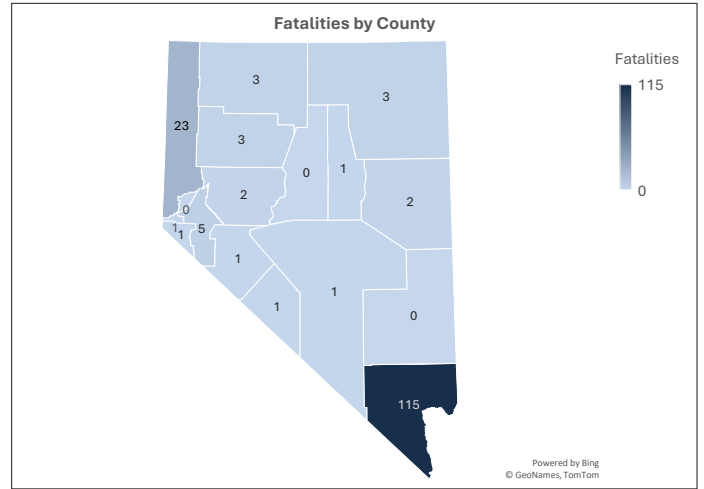
This report is compiled by the Office of Traffic Safety and includes detailed statistics on traffic fatalities in Nevada. The report breaks crash data down by behavior, county, and year-over-year changes, and includes monthly data, year-to-date data, and previous year data. The report aims to provide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

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

Data as of: May 31, 2025

Crash Comparison by Month - Current Reporting Period

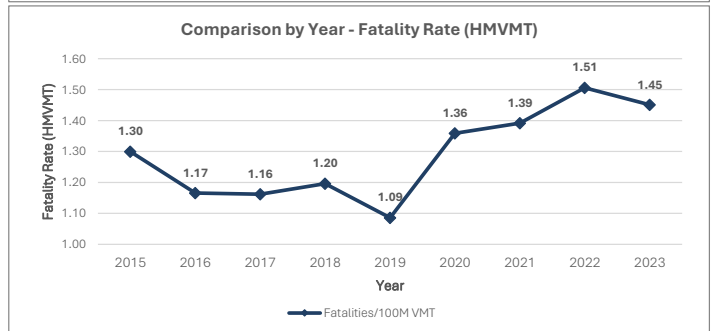
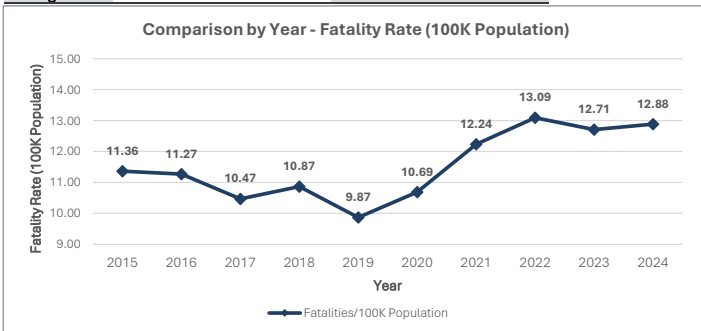
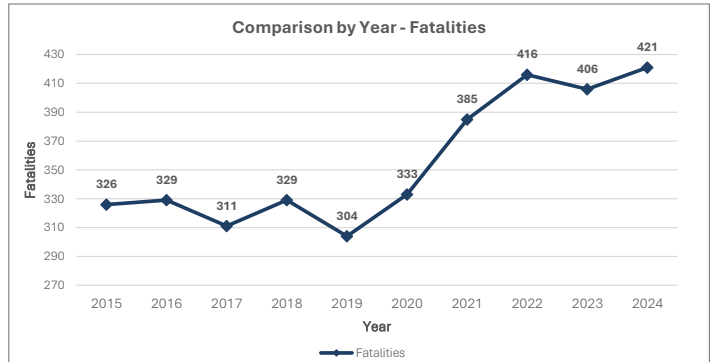
2025 Fatal Crashes During Current Reporting Period <h1>155</h1> -0.64% % Change from 2024	2025 Fatalities During Current Reporting Period <h1>162</h1> -9.50% % Change from 2024
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Month	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change
January	39	38	-2.56%	42	39	-7.14%
February	17	31	82.35%	19	32	68.42%
March	34	26	-23.53%	40	29	-27.50%
April	29	37	27.59%	36	37	2.78%
May	37	23	-37.84%	42	25	-40.48%
June	0	0	0.00%	0	0	0.00%
July	0	0	0.00%	0	0	0.00%
August	0	0	0.00%	0	0	0.00%
September	0	0	0.00%	0	0	0.00%
October	0	0	0.00%	0	0	0.00%
November	0	0	0.00%	0	0	0.00%
December	0	0	0.00%	0	0	0.00%
Reporting Period Total	156	155	-0.64%	179	162	-9.50%
Year End Total	382			421		

10-Year Historical Crash Comparison

Year	Fatalities	Serious Injuries	Fatality Rate (Population)	Fatality Rate (HMVMT)*
2015	326	1,333	11.36	1.30
2016	329	1,267	11.27	1.17
2017	311	1,086	10.47	1.16
2018	329	893	10.87	1.20
2019	304	982	9.87	1.09
2020	333	964	10.69	1.36
2021	385	1,097	12.24	1.39
2022	416	1,130	13.09	1.51
2023	406	1,176	12.71	1.45
2024	421	N/A	12.88	1.45
10-Year Total	3,560	9,928		
10-Year Average	356.0	1,103.1		



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

NEVADA STATEWIDE MONTHLY FATAL REPORT



Zero Fatalities
Lives are on the Line

Crash Comparison by County - Current Reporting Period

County	2024 Fatal Crashes	2025 Fatal Crashes	% Change	2024 Fatalities	2025 Fatalities	% Change	2024 Vehicle Occupants	2025 Vehicle Occupants	% Change	2024 Unrestrained	2025 Unrestrained	% Change
Clark	116	112	-3.45%	131	115	-12.21%	51	39	-23.53%	18	16	-11.11%
Washoe	16	21	31.25%	17	23	35.29%	6	12	100.00%	3	4	33.33%
Lyon	3	4	33.33%	3	5	66.67%	2	4	100.00%	0	0	0.00%
Carson City	2	1	-50.00%	3	1	-66.67%	2	1	-50.00%	0	1	100.00%
Nye	4	1	-75.00%	4	1	-75.00%	4	1	-75.00%	2	0	-100.00%
Elko	6	3	-50.00%	7	3	-57.14%	7	1	-85.71%	2	0	-100.00%
Douglas	1	1	0.00%	1	1	0.00%	1	1	0.00%	0	0	0.00%
Churchill	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	0	0.00%
Humboldt	3	2	-33.33%	3	3	0.00%	2	1	-50.00%	0	1	100.00%
White Pine	1	2	100.00%	4	2	-50.00%	4	1	-75.00%	0	0	0.00%
Pershing	0	3	300.00%	0	3	300.00%	0	3	300.00%	0	1	100.00%
Lander	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
Mineral	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	1	0	-100.00%
Eureka	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	1	100.00%
Esmeralda	2	1	-50.00%	4	1	-75.00%	1	1	0.00%	0	0	0.00%
Reporting Period Total	156	155	-0.64%	179	162	-9.50%	81	68	-16.05%	26	25	-3.85%
Year End Total	382			421			203			66		

Vulnerable Road User and Motorcyclist Fatalities - Current Reporting Period

County	2024 Pedestrian	2025 Pedestrian	% Change	2024 Bicycle	2025 Bicycle	% Change	2024 Motorcycle	2025 Motorcycle	% Change	2024 Other Scooter, Moped, ATV	2025 Other Scooter, Moped, ATV	% Change
Clark	50	40	-20.00%	3	7	133.33%	25	29	16.00%	2	0	-100.00%
Washoe	5	4	-20.00%	2	1	-50.00%	4	6	50.00%	0	0	0.00%
Lyon	1	0	-100.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Carson City	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Nye	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Elko	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	1	100.00%
Douglas	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Churchill	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Humboldt	1	2	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
White Pine	0	0	0.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%
Pershing	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lander	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Mineral	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Lincoln	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Storey	0	0	0.00%	0	0	0.00%	0	0	0.00%	1	0	-100.00%
Eureka	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Esmeralda	0	0	0.00%	0	0	0.00%	3	0	-100.00%	0	0	0.00%
Reporting Period Total	58	46	-20.69%	5	8	60.00%	32	39	21.88%	3	1	-66.67%
Year End Total	113			15			83			7		

KEY

- Fatalities:** Total number of reported deaths (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
- Vehicle Occupants:** Driver and occupant fatalities in a motor vehicle.
- Unrestrained:** Driver and occupant fatalities in a motor vehicle unrestrained.
- Pedestrian:** Any person on foot, on a personal conveyance, or in a building.
- Bicyclist:** A person on an other road vehicle that can be propelled by pedaling (bicycle, tricycle, unicycle, pedal car, electric bike).
- Motorcyclist:** A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
- Other:** A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.
- 100 Million Vehicle Miles Traveled (HMVMT):** The total distance driven by all vehicles statewide, aggregated to units of 100 million miles.

DISCLAIMER

This report is a point in time comparison.
 This data does not include data fields marked by the officer as unknown.
 2024 data is preliminary and does not necessarily include final reports (Form 5, coroner, and/or toxicology).
 2024 data is not final until FARS release in 2026. 2025 data is not final until FARS release in 2027.
 2024 VMT data is not available until 2025.
 Note: The monthly report will be distributed by the 7th of each month.

SOURCES

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