

# 2025 Annual Report



NEVADA OFFICE OF TRAFFIC SAFETY

**ANNUAL PERFORMANCE REPORT - FEDERAL FISCAL YEAR 2025****Prepared by:**

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## 1. Nevada Office of Traffic Safety (OTS) Mission

### ***Mission***

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

### ***Program Funding***

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

*This report summarizes the activities of the FFY 2025 Highway Safety Plan and serves as Nevada OTS' Annual Report.*

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

- Traffic Safety Enforcement Program (TSEP)
- Occupant Protection Program
- Impaired Driving Program
- Motorcycle Program
- Young Driver Program
- Non-Motorized Program
- Traffic Records Program
- Communication Program
- General Traffic Safety



Nevada continues to experience an observed increase in many risk-taking driving behaviors such as speeding and impaired driving. Coupled with decreased law enforcement and other organizational resources available for traffic safety initiatives, we are not seeing a significant decrease in crashes or fatalities.

### ***Performance Measures***

Rules established by NHTSA guide the state to identify problems and funding needs in each of the nationally designated program priority areas. State Highway Safety Offices (SHSOs) have the flexibility to identify additional program areas from their data, along with the amount of funding allocated to each. Nevada utilizes this flexibility in working with its SHSP partners toward achieving its goal of 'Zero Fatalities'. The projects chosen for funding in FFY 2025 included strategies from the SHSP's critical emphasis areas, and their results are detailed on the following pages. (For more on the SHSP, please visit [www.zerofatalitiesnv.com](http://www.zerofatalitiesnv.com)).

### ***Target Period***

NHTSA guidelines for the 2024-2026 Triennial Highway Safety Plan (THSP) requires states to specify the target period for each Performance Measure (PM). For PMs C-1 (Total Traffic Fatalities), C-2 (Serious Injuries in Traffic Crashes), and C-3 (Fatalities/VMT), the target and target period are required to match the PM targets reported by NDOT in the Highway Safety Improvement Plan (HSIP), which all use a five-year rolling average and a five-year target period. For PMs C-4 to C-11, Nevada OTS chose the same target period for all PMs. For Nevada's THSP, the decision was made to use an annual target period for PMs C-4 through C-11 and B-1 to set more achievable targets. This approach was chosen because setting targets for a reduction in an upward trend based on projections and tracking performance for a five-year rolling average is not recognized by NHTSA as meeting its "constant or improved performance" criteria.

### ***2024-2026 THSP Target Setting Methodology***

Prior to the 2024-2026 THSP, a straight-line reduction to zero fatalities in 2030 was used to set annual targets. For the 2024-2026 THSP, targets were set based on a period in time when Nevada saw a reduction in crashes. From 2016 to 2019 (three years), there was a 7.6% reduction in fatal crashes (from 329 crashes in 2016 to 304 in 2019). This 7.6% reduction over the three years was used to set the PM targets for 2024, 2025 and 2026. This methodology was applied to all PMs except Percent Observed Seat Belt Use (B-1) (increase of 0.5% over the three-year period). Using this pattern, Nevada aimed to reduce crashes by 7.6% from 2023 to 2026, while increasing the percent observed seat belt use by 0.5%.



## 2. Performance Report

### ***Assessment***

The following table summarizes the agency's assessment of likely 2025 achievement of performance targets. 2024 year-end data was primarily used to project progress towards the FY25 benchmark as reliable 2025 data is not available at the time of this report. Where 2025 data is known to surpass the established benchmark, that data was used.

### ***Prior Year Activities***

Nevada employs a comprehensive approach to traffic safety programming utilizing a wide variety of proven countermeasures and established best practices. Descriptions of Nevada's 2025 projects and activities follow in this document, as well as descriptions of projects and activities not funded with NHTSA funds to provide a full picture of Nevada's continued efforts.

### ***Achieving Performance Targets***

Nevada OTS continues to refine its strategies to drive measurable improvements in traffic safety and close gaps in unrealized performance targets. This approach prioritizes key crash factors contributing to a high percentage of fatalities, including impairment, speeding, and risks to non-motorized road users. Through targeted funding at both state and local levels, OTS invests in proven, evidence-based countermeasures rated three stars or higher and strengthens partnerships with law enforcement, public health experts, community organizations, and educational programs.

OTS actively evaluates and adopts emerging best practices and recommended approaches to expand our impact on program areas, currently applying this methodology in the upcoming fiscal year to supporting EMS services, vulnerable road user projects specific to e-scooters and e-bikes, and readiness for autonomous vehicle integration. Recognizing that meaningful progress requires unified action, OTS fosters collaboration among stakeholders, provides education to policymakers, aligns efforts with NDOT and the Strategic Highway Safety Plan to ensure a cohesive statewide approach, and sits on the board of the Nevada Advisory Committee on Traffic Safety (NVACTS). Additionally, OTS allocates substantial non-NHTSA funding to address critical traffic safety areas, particularly with young drivers and vulnerable road users.

While we did not achieve many of our aspirational benchmark targets, preliminary 2025 data indicates that Nevada is positioned to achieve a substantial reduction in traffic crashes and fatalities, which underscores the effectiveness of OTS' coordinated strategies and implemented projects.



Performance Measure:	Target Period	Target Year(s)	Benchmark Value for FY 25 listed in 3HSP	Data Source/ FY 25 Progress Results	On Track to Meet FY 25 Benchmark: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 Years	2021-2025	396	2024 STATE <sup>1</sup> 417	No
C-2) Serious Injuries in Traffic Crashes	5 Years	2021-2025	1,553	2024 STATE <sup>2</sup> 1070	Yes
C-3) Fatalities/Vehicle Miles Traveled (VMT)	5 Years	2021-2025	1.44	2024 STATE* 1.34	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2025	83	2024 STATE <sup>1</sup> 66	Yes
C-5) Alcohol-Impaired Driving Fatalities	Annual	2025	56	2024 STATE <sup>5</sup> 49	Yes
C-6) Speeding-Related Fatalities	Annual	2025	90	2024 STATE <sup>3</sup> 119	No
C-7) Motorcyclist Fatalities	Annual	2025	77	2024 STATE <sup>1</sup> 83	No
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2025	4	2024 STATE <sup>5</sup> 2	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 Years	2023-2025	13	2024 STATE <sup>5</sup> 36	No

1. *Monthly State Fatal Report, Nevada OTS, October 2025*2. *Nevada 2025 Highway Safety Improvement Plan (HSIP), NDOT, September 2025*3. *Nevada Crash Data Request, NDOT, Received October 1, 2025*4. *Nevada Traffic Records Strategic Plan, July 2025*5. *2024 FARS data*\*VMT Data collected from NDOT *2025 Annual Vehicle Miles of Travel (AVMT) Report*



Performance Measure:	Target Period	Target Year(s)	Benchmark Value for FY 25 listed in 3HSP	Data Source/ FY 25 Progress Results	On Track to Meet FY 25 Benchmark: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-10) Pedestrian Fatalities	5 Years	2021-2025	84	2025 STATE <sup>1</sup> 113	No
C-11) Bicyclist Fatalities	5 Years	2021-2025	13	2025 STATE <sup>1</sup> 15	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2025	93.39	Certified State Survey 95.31%	Yes
A-1) Child (ages 0-4) Fatalities (only when restraint use was known)	5 Years	2021-2025	6	2024 STATE <sup>5</sup> 1	Yes
A-2) Distracted Driving Fatalities	5 Years	2021-2025	2	2024 STATE <sup>5</sup> 6	No
PM-1) Average crash response time	Annual	2025	April 1, 2023 -March 31, 2024 4.18 minutes	Traffic Records Strategic Plan <sup>4</sup> 3.45 minutes	Yes
PM-2) Average percentage of geo-located crashes	Annual	2025	April 1, 2023 -March 31, 2024 10.82%	Traffic Records Strategic Plan <sup>4</sup> 31.31%	Yes

**Table 1:** Performance Report Chart FFY2025

1. Monthly State Fatal Report, Nevada OTS, October 2025

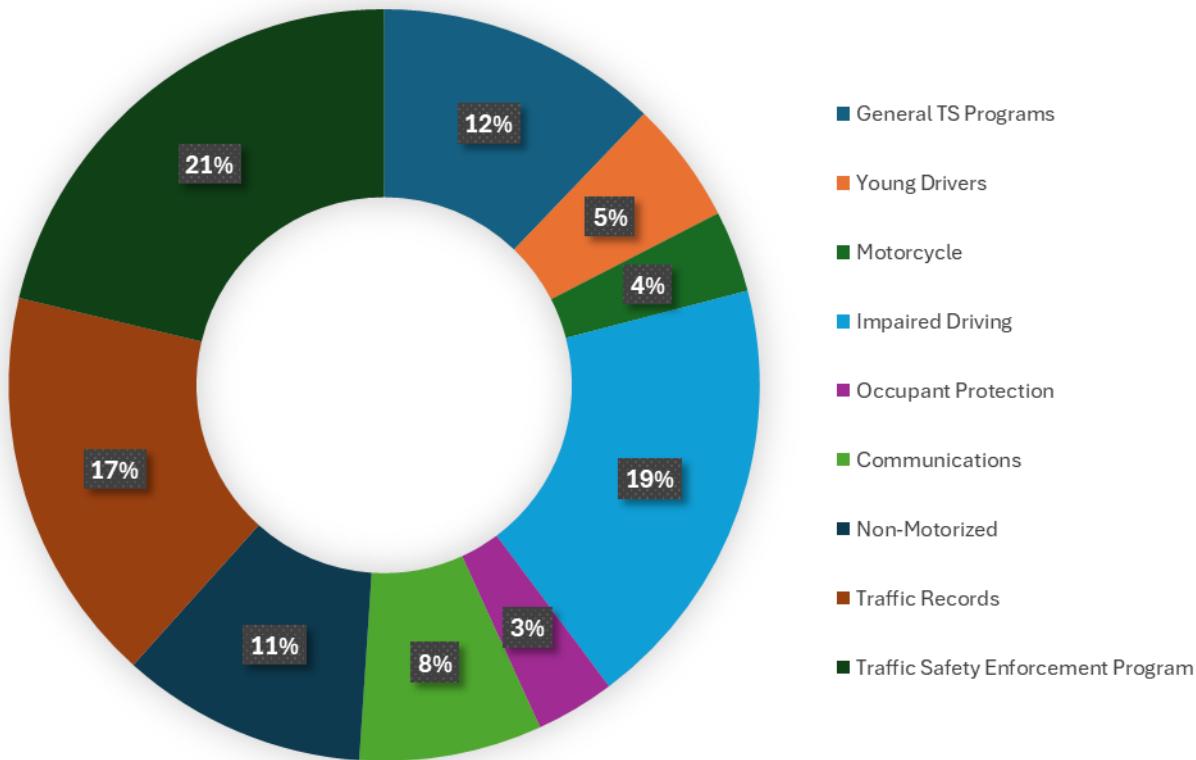
2. Nevada 2025 Highway Safety Improvement Plan (HSIP), NDOT, September 2025

3. Nevada Crash Data Request, NDOT, Received October 1, 2025

4. Nevada Traffic Records Strategic Plan, July 2025

5. State Data, 2024

\*VMT Data collected from NDOT [2025 Annual Vehicle Miles of Travel \(AVMT\) Report](#)

***Total Funding by Program Area***

*Note: Chart reflects funding from all sources, State and Federal, to include administrative costs.*

***Figure 1: 2025 Program Area Funding Pie Chart***



### 3. HSO Funded Projects by Program Area

#### Traffic Safety Enforcement Program (TSEP)

##### **PMO-2025-NVOTS-16 Joining Forces Program**

**Funding Sources:** 164, 402, 405(e)

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

This project provided funding for a comprehensive statewide high visibility enforcement program, known as Joining Forces, across multiple law enforcement agencies that conducts specific enforcement events covering all of Nevada's Critical Emphasis Areas (Impaired Driving, Occupant Protection, Speed, Distracted Driving, Pedestrian Safety, and Motorcycle Riders). Of the approximately 50 law enforcement agencies statewide, including school districts, tribal law enforcement, state patrol, local police and sheriff departments, 30 agencies participated in the coordinated high visibility enforcement events, covering 98% of the state's public roadways. During the 12 events, 42,186 traffic enforcement contacts were made for a variety of violations. A list of participating agencies can be found in the Mobilization Participation section of this report, along with a breakdown of citations written shown in **Table 2**.

##### **TSEP-2025-HPD-48 Henderson Traffic Safety Enforcement**

**Funding Source:** 402

**Budget:** \$100,000.00

This project funded overtime hours for speed and intersection safety enforcement. Nevada's crash data indicates a consistent contributing factor to serious-injury and fatal crashes is speed. Henderson PD's traffic safety enforcement project relied on local crash data, citizen complaints, and officer knowledge of high violation areas to provide targeted enforcement. Henderson PD conducted enforcement events in 11 of 12 months. During these events they made over 2900 enforcement contacts with over 1700 citations issued for speed violations and over 300 intersection-related violations.

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

**Funding Source:** 402

**Budget:** \$35,000.00

This project provided funds to support speed enforcement efforts by the Nye County Sheriff's Office (NCSO). The funding was increased year over year to help address recent fatal crash trends along US 95, a major north/south route which bisects the state and Nye County. During grant enforcement activities, NCSO made 913 enforcement stops, as well as issuing 507 speeding citations and 107 "other" violations.

##### **TSEP-2025-RPD-52 Reno Traffic Safety Enforcement**

**Funding Source:** 402

**Budget:** \$90,000.00



This project provided funding to the Reno Police Department for the purpose of reducing pedestrian and vulnerable road user crashes in their jurisdiction. The activities for the project included both education and enforcement elements. During enforcement activities, there were 1,309 contacts initiated, including 684 speed citations, 15 pedestrian citations, and 21 failure-to-yield-to-pedestrians citations issued. Adjustment to strategies for next year will include reinvestment in pedestrian enforcement efforts and updated pedestrian safety media campaigns.

### **TSEP-2025-WCSO-40 Washoe County Traffic Safety Enforcement**

**Funding Source: 402**

**Budget: \$10,000.00**

This project provided funding to the Washoe County Sheriff's Office to conduct enforcement specific to school zones. Officers enforced school zone laws and provided education to students and community members within Washoe County. This project resulted in 247 citations and 36 warnings being issued, as well as 1 arrest being made.

### **TSEP-2025-LVMPD-71 Las Vegas Metro DUI Enforcement**

**Funding Source: 164**

**Budget: \$1,105,453.00**

This project funded overtime hours for high visibility DUI saturation patrols within Clark County. During the grant year, LVMPD's DUI saturation teams were deployed on 306 occasions. This DUI enforcement resulted in approximately 1,529 impaired driving arrests.

### **TSEP-2025-RPD-51 Reno DUI Enforcement**

**Funding Source: 164**

**Budget: \$60,000.00**

This project provided funds for the Reno Police Department's DUI saturation grant. The project's designated activities were to conduct impaired driving focused enforcement operations each month of the grant cycle and perform public outreach and education for DUI prevention. 60 impaired driving arrests and over 750 enforcement contacts were made during this year's grant enforcement activities.

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

**Funding Source: 164**

**Budget: \$50,000.00**

This project funded overtime hours for an Impaired Driving enforcement program within the North Las Vegas Police Department (NLVPD) during the grant year. NLVPD utilized local data to determine the location of their enforcement events to schedule saturation patrols. During this grant year, 37 enforcement events were conducted resulting in 20 impaired driver arrests, 336 citations issued, 312 warnings issued, as well as 619 additional contacts made.

### **TSEP-2025-WCSO-41 Washoe County DUI Enforcement**

**Funding Source: 164**

**Budget: \$7,500.00**



This project provided funding for the Washoe County Sheriff's Office (WCSO) to perform saturation enforcement events. Outreach activities included disseminating pre-and-post event statistical information to the public and encouraging the use of rideshares when drinking. WCSO conducted 9 operations during the year which resulted in 5 impaired driving arrests.

**TSEP-2025-ClarkCo Schools-19 Clark County School District Traffic Enforcement****Funding Source: 402****Budget: \$75,000.00**

This project provided funds for overtime hours related to traffic safety enforcement within the Clark County School District Police Department (CCSDPD). This grant was primarily focused on speed and pedestrian awareness, which included education, and enforcement. CCSDPD Officers conducted a total of 21 traffic enforcement events in which they made a total of 1370 traffic contacts and issued 1,251 citations to the motoring public.

**TSEP-2025-LVMPD-70 Las Vegas Metro Traffic Safety Enforcement****Funding Sources: 402****Budget: \$300,000.00**

This project provided funds for Las Vegas' Metropolitan Police Department's (LVMPD) speed and reckless driving enforcement campaign, which includes detectives focused on eliminating takeover and speed demonstration events in the Las Vegas Valley. Nevada's crash data indicates a consistent contributing factor to serious-injury and fatal crashes is speed. LVMPD conducted enforcement events in every month of the grant year with sustained success. They made 13,836 enforcement contacts with 13,531 citations issued.

**TSEP-2025-City of North Las Vegas-74 North Las Vegas Traffic Safety Enforcement****Funding Source: 402****Budget: \$90,000.00**

This project funded overtime hours for speed enforcement within the City of North Las Vegas Police Department (NLVPD). During this grant year, NLVPD conducted 51 traffic enforcement events resulting in 1,485 citations issued to the public. There were 1,617 individual contacts made during these events with 382 warnings being issued.

**TSEP-2025-Mineral County-60 Mineral County Traffic Safety Enforcement****Funding Source: 402****Budget: \$27,400.00**

This project provided funding to facilitate an extensive speed enforcement campaign. Mineral County is located on the US 95 corridor which runs from Reno in the north to Las Vegas in the south. The Mineral County Sheriff's Office used the funding to acquire speed measuring devices for a limited number of their patrol vehicles and completed a comprehensive enforcement plan submitted by the Office of Traffic Safety encompassing the full grant year. During this grant year, a total of 217 enforcement stops were made with 105 speeding citations issued and 6 arrests made.

**TSEP-2025-BCPD-82 Boulder City Impaired Enforcement****Funding Source: 164****Budget: \$13,500.00**

This project provided funding for the Boulder City Police Department (BCPD) to conduct high visibility enforcement events specifically targeting impaired drivers. During this grant year, BCPD was able to complete 8 of the 9 scheduled events. Some events were carried out with LVMPD officers outside of BCPD's primary jurisdiction. Educational pamphlets were created and distributed about the dangers and prevalence of DUI violations in Nevada.

**TSEP-2025-DPS NHP-20 Nevada Highway Patrol DUI Enforcement****Funding Source: 405****Budget: \$150,200.00**

This project provided funding for support a statewide impaired driving enforcement campaign. Nevada is a diverse state with both urban and rural areas of responsibility. NHP conducted enforcement operations in 10 of 12 months during the grant year and achieved effective results. During impaired driving enforcement operations, NHP made 93 DUI arrests while conducting 1,674 enforcement stops and 149 field sobriety tests. After this project was underway, an amendment to add \$50,200 for a law enforcement phlebotomy program was granted; however, after further consideration by NHP and Nevada Department of Public Safety executive staff, it was decided to not pursue this component of the project.

**Occupant Protection Program****FO-2025-NVOTS-20 Master Program Support Occupant Protection****Funding Source: 405(b)****Budget: \$38,978.00**

This internal project provided funding to support the Occupant Protection Program.

**OP-2025-UNLV-11 Observational Seat Belt Use Survey****Funding Source: 405(b)****Budget: \$90,000.00**

This project provided funding in support of the required NHTSA Annual Observational Seat Belt Survey for FFY 2025. The sub-recipient conducted the pre-mobilization and post-mobilization observational seat belt surveys, analyzed the results, and compiled the draft and final report which was submitted to OTS. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

**PMO-2025-NVOTS-19 Internal Project CPS Tech/Instructor Support****Funding Source: 405(b)****Budget: \$60,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and



underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee provided additional Instructors for seven In-Person and five hybrid Child Passenger Safety Technician courses where 55 new technicians obtained certification, assisted 50 individuals with payment of their SafeKids Worldwide certification/recertification fees, educated 31 sworn personnel in Child Passenger Safety Seat Misuse identification, and provided 259 child safety seats to various statewide community organizations who did not have funding available to provide seats for their communities. This included 90 seats distributed to organizations who provide services directly to tribal communities. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-HGhosp-13 Humboldt General Hospital Occupant Protection Program**

**Funding Source: 405(b)**

**Budget: \$15,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee partnered with the Nevada Instructor Team in teaching two Child Passenger Safety Technician Certification hybrid course where new technicians obtained certification, including one for the grantee, held 58 educational appointments, held three educational classes and hosted 12 community events. During these public contact activities, 102 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 22 child safety seats were inspected, and 97 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-REMSA-16 Regional Emergency Medical Services Authority CPS Program**

**Funding Source: 405(b)**

**Budget: \$42,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee held 830 educational appointments, held 14 educational classes, hosted 28 community events, and attended one community events partnerships. During these public contact activities, 1,098 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 919 child safety seats were inspected, and 466 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired



results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-Clark Co Schools-4 Clark County School District CPS Program**

**Funding Source: 405(b)**

**Budget: \$8,000.00**

This project provided funding in support of Occupant Protection activities which included the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee held numerous educational appointments and hosted four community events. During these public contact activities, 172 caregivers were educated regarding the use of appropriate vehicle restraint systems (seat belts and child safety seats) and 178 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-Kinship-9 Foster Kinship Caregiver Car Seats for CPS Program**

**Funding Sources: 405(b)**

**Budget: \$7,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee increased their organization's Child Passenger Safety Technicians by two, added a Technician Proxy to the organization, held 360 educational appointments, held 12 educational classes and hosted three community events. During these public contact activities, 632 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 577 child safety seats were inspected, and 164 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-LCHS-20 Lyon County CPS Program**

**Funding Source: 405(b)**

**Budget: \$8,500.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of



Even then, though child restraints on every trip in a motor vehicle. The grantee held 70 educational appointments and hosted five community events. During these public contact activities, 85 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 106 child safety seats were inspected, and 82 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-Nye Comm-12 Nye Community Coalition CPS Program**

**Funding Source: 405(b)**

**Budget: \$40,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee partnered with the Occupant Protection Program Manager in teaching four hybrid Child Passenger Safety Technician Certification courses where 19 new technicians obtained certification, including one for the grantee, held 105 educational appointments, held five educational classes and hosted 15 community events. During these public contact activities, 315 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 342 child safety seats were inspected, and 325 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

### **OP-2025-RWFRC-7 Ron Wood Family Resource Center CPS Program**

**Funding Source: 405(b)**

**Budget: \$20,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee held 242 educational appointments, held nine educational classes and hosted four community events. During these public contact activities, 247 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 132 child safety seats were inspected, and 104 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

**OP-2025-UMCSN-14 University Medical Center/ Healthy Living CPS Program****Funding Source: 405(b)****Budget: \$25,000.00**

This project provided funding in support of Occupant Protection activities which included recruitment and training of nationally certified child passenger safety technicians serving low-income and underserved populations, the purchase and distribution of child restraints to low-income and underserved populations and the education of caregivers in low-income and underserved populations regarding the importance of proper use and correct installation of child restraints on every trip in a motor vehicle. The grantee partnered with the Occupant Protection Program Manager in teaching four Child Passenger Safety Technician Certification courses where 19 new technicians obtained certification, including two for the grantee, held 927 educational appointments, held one educational class and hosted 18 community events. During these public contact activities, 3,547 caregivers were educated regarding utilization of appropriate vehicle restraint systems (seat belts and child safety seats), 1,203 child safety seats were inspected, and 909 child safety seats were provided to those demonstrating a need. This project was effective and achieved the desired results. There will be no improvements or adjustments to the strategies of this project for future effectiveness.

**Impaired Driving Program****FO-2025-NVOTS-20 Master Program Support Impaired Driving****Funding Sources: 405(d)-IC - \$218,974.00; 405(d)-II - \$294,344.00****Budget: \$513,318.00**

This internal project provided funding to support the Impaired Driving Program.

**PMO-2025-NVOTS-18 DUI Education****Funding Sources: 402 - \$20,000.00; 405(d)-IC - \$55,000.00****Budget: \$75,000.00**

This project provided funding for DUI-specific training to people serving in key roles across Nevada. Activities for this project include bringing the ABA National Judicial Fellow to Nevada to present to the judges on DUI adjudication at the annual seminar sponsored by the Administrative Office of the Courts, and sponsoring a class primarily aimed at prosecutors. These activities were a recommendation in Nevada's 2024 Impaired Driving Assessment to make annual training on DUI Adjudication mandatory.

**PMO-2025-NVOTS-8 Statewide Intoxilyzer****Funding Source: 164****Budget: \$740,000.00**

This project provided the first year of funding for a two-year project. As current inventory of evidentiary breath testing (EBT) equipment across Nevada has begun to age beyond repair, this project funded bringing EBT machines up to the current standard and ensured that all evidentiary tests across the state are conducted uniformly. As part of this two-year project, all laboratory forensic alcohol analysts are being trained to calibrate, test and repair the



machines, and pull necessary reports for statistical purposes. Additionally, all courts and law enforcement agencies in possession of the equipment were provided training on best practice protocols.

**COURT-2025-WC 2<sup>nd</sup> Jud Ct-12 Washoe County Felony DUI Court Funding****Funding Source: 405(d)-IC****Budget: \$104,500.00**

This project provided funding to support evidence-based DUI Court supervision of individuals convicted of a felony (3<sup>rd</sup>) DUI. Nationally accepted standards for evidence-based DUI Court activities as defined in the Ten Guiding Principles are instilled in their evaluation-driven, multi-disciplinary program to treat participants. The supervision program had an enrollment rate of 92%, retention rate of 84%, and a recidivism rate of 5%.

**TS-2025-Washoe Alt Sent-37 Washoe County Alternative Sentencing****Funding Source: 405(d)-IC****Budget: \$63,000.00**

Adopted through the evidence based 24/7 Sobriety Program, this project provided funding for a 7 day a week, 365 days a year monitoring program for offenders who have committed driving offenses involving alcohol and/or drugs. Participants submit to scheduled and random testing to determine the presence of alcohol, marijuana, or other controlled substance. The program's availability has also been expanded through remote kiosks.

**PMO-2025-NVOTS-17 Nevada State Judicial Outreach Liaison****Funding Sources: 402 - \$10,000.00; 405(d)-IC - \$50,000.00****Budget: \$60,000.00**

This project provided funds for the Nevada State Judicial Outreach Liaison (SJOL). The SJOL serves as a statewide resource for the judiciary and other members of the highway safety community responsible for traffic cases, particularly cases involving impaired driving. Specific areas of recent focus have been the ongoing review of various Nevada Courts' DUI manuals to prepare comparisons to best practices and peer reviews, "masking" issues with commercial carriers, and DUI court recidivism data. Additionally, the SJOL continues to attend training provided by the American Bar Association, the Administrative Office of the Courts and AllRise, in addition to staying informed on current trends, laws and best practices.

**COURT-2025-CC District Court-10 Carson City District Court-DUI****Funding Source: 405(d)-IC****Budget: \$45,500.00**

The First District Specialty Court is located in Carson City, Nevada's capital, and is part of the Western Region serving Carson City and Storey County. This project provided funds for the DUI Case Manager position, which serves as a liaison for Alternative Sentencing, and works together with the teams who operate the Third DUI Diversion Court, Misdemeanor Treatment Court, and the Mental Health Court as it pertains to impaired driving. This grant year, they exceeded their goal to increase the number of DUI offenders enrolled in their services. The Court claims a low recidivism rate of 0%.

**COURT-2025-DC-9 Eighth Judicial DC Specialty Court****Funding Sources: 405(d)-IC****Budget: \$263,344.00**

The project provided funding for the Clark County's Eighth District Court Felony DUI program personnel. The Program aims to reduce the rate of impaired driving offenses in Clark County and increase the retention rate of the program. They accomplish this through adherence to the evidence-based best practices prescribed by AllRise and the Ten Guiding Principles.

**TS-2025-DPS NSP HP-77 Ignition Interlock Program Enhancement****Funding Source: 405(d)-IC****Budget: \$158,666.00**

This project provided funding for the Ignition Interlock Program which resides with the Highway Patrol Office. The purpose of this funding was to build and implement a fully functioning database for use with the Ignition Interlock Program. The database would have allowed greater program management through the ability to track Ignition Interlock offenders and audit installation center information. Due to lack of progress over a 3-year period, the impaired driving program manager has not recommended this project for future funding.

**TS-2025-LVMPD-36 Las Vegas Metro PD Lab Shimadzu****Funding Source: 405(d)-IC****Budget: \$404,000.00**

This project provided funding to purchase a liquid chromatograph-mass spectrometry instrument to detect alcohol and drugs in DUI offender blood samples. The lab processes a high volume of DUI evidentiary tests serving 70% of Nevada's total population.

**TS-2025-LVMPD-93 Las Vegas Metro PD Phlebotomy Training****Funding Source: 405(d)-IC****Budget: \$63,000.00**

This project provided funding to train 16 Las Vegas Metro PD Crime Scene Technicians in phlebotomy as well as supplying the necessary equipment and supplies needed for law enforcement phlebotomists. All students have obtained required licenses to be phlebotomists in Nevada and have been utilized during several DUI Blitz events.

**TS-2025-PACT Coalition for Safe and Drug-free C-80 DUI Data & Campaign****Funding Source: 405(d)-IC****Budget: \$75,000.00**

This project provided funding support the PACT Coalition's development and execution of a statewide survey focused on impaired driving behaviors. Distributed across all 17 counties in Nevada, the survey aimed to understand why individuals choose to drive while impaired. Funding supported the full process from survey creation, distribution and information gathering to data analysis and reporting. The findings are now being used to create targeted prevention messaging and guide future public awareness efforts aimed at reducing impaired driving statewide.

**COURT-2025-LVJC-1 Las Vegas Justice Court****Funding Source: 405(d)-IC****Budget: \$88,169.00**

This project provided funding for Las Vegas Justice Court's (LVJC) diversion program which allowed eligible impaired driving defendants to enter an intensive rehabilitation program in lieu of incarceration. This program increased supervision and monitoring by the court, by probation, and by the treatment provider occurs as part of a coordinated effort to apply tailored interventions to high-risk impaired drivers. LVJC enjoyed a 0% recidivism rate of program graduates over a 12-month period.

**COURT-2025-City of Las Vegas-2 DUI Court****Funding Source: 405(d)-IC****Budget: \$47,000.00**

This project provided funding for Spanish language case management services for City of Las Vegas' misdemeanor DUI court program. 32 new participants were admitted into the program, with approximately 20% requiring Spanish language services. During this grant year, the program had a retention rate of 82% with a 3-year recidivism rate of 10.7%.

**COURT-2025-4<sup>th</sup> Judicial Elko-4 Elko Judicial DUI Court****Funding Source: 405(d)-IC****Budget: \$54,700.00**

This project provided funding for the Elko Judicial DUI Diversion Court to provide intense supervision of participants who have been convicted of a felony DUI. This grant provided partial funding for a case manager position, as well as funding DUI assessments and engaging an outside Evaluator. The diversion team enjoyed a 0% failure rate and a 0.7% recidivism rate. In the next grant year, the court plans to bring back an independent program evaluator to assess outcomes, identify areas for growth, and reinforce data-driven improvement.

**TS-2025-WCDA-71 Washoe County DA Traffic Safety Resource Prosecutor****Funding Sources: 402 - \$52,000.000; 405(d)-IC - \$238,000.00****Budget: \$290,000.00**

This project provided funding for the Traffic Safety Resource Prosecutor (TSRP) to serve as a liaison between law enforcement and the District Attorney's prosecutors, providing information and training with the goal of improving the success rate of DUI prosecutions. The TSRP is a subject matter expert retained for the purposes of training, communicating and providing input on all matters concerning the DUI program. This includes engaging with all stakeholders such as prosecutors, Nevada law enforcement officers, forensic laboratories, DUI specialty court judges, adjacent state agencies, and certain drug and alcohol counselors. The TSRP also serves as a certified Drug Recognition Expert (DRE).

**PMO-2025-NVOTS-3 DRE/ARIDE Program****Funding Source: 405(d)-IC****Budget: \$150,000.00**

This project provided funding for statewide DRE and ARIDE. During the grant year, there were a total of 2 DRE classes and 2 Green Lab classes with funding provided through this project. The DRE/ARIDE training coordinator improved the availability and consistency of impaired training in Nevada. The DRE State Coordinator and Regional DRE Coordinators attended the IACP Impaired Driving and Traffic Safety conference in Washington DC, as well as the western region State Coordinators meeting in Sacramento, California.

**PMO-2025-NVOTS-9 Master 24x7 Expansion Program Support****Funding Source: 405(d)-IC****Budget: \$120,000.00**

This project provided funding to expand the 24/7 Program along Nevada's Highway I-80 corridor from Reno to Elko. The purpose was to support travel and training to key stakeholders and assist in program development.

**Motorcycle Program****PMO-2025-NVOTS-4 Motorcycle Safety****Funding Source: 405(f)****Budget: \$139,686.00**

This project provided funding to conduct Moto 101 sessions to educate potential motorcycle riders under the age of 20 on safe motorcycling, design and purchase media assets for outreach and media purposes, train a new instructor trainer, improve the recruitment and retention of motorcyclist safety instructors, and to improve program delivery and motorcycle training. Improvements to Program Delivery in Motorcycle Training, problem identification streamlining, and Instructor recruitment and retention were accomplished through a thorough consultant evaluation and recommendation report. Report recommendations will be implemented next fiscal year. Project designed at Media assets and delivery was not implemented. The Moto 101 project curriculum was successfully updated but not implemented. New Instructor Trainers were not certified due to the current satisfactory count and performance of Instructor Trainers.

**TSEP-2025-DPS NSP HP-54 Motorcycle Enforcement & Outreach****Funding Source: 402****Budget: \$25,000.00**

This project provided funding for the Nevada Highway Patrol Motor Unit to implement a Motorcycle Safety and Awareness Program aimed at reducing motorcycle-related crashes through education, enforcement, and outreach. The initiative engaged the motorcycle community at events and through partnerships promoting safe riding practices and training. During this grant year, they conducted approximately 7 enforcement events that produced approximately 199 traffic contacts and issued 147 cites. They attended 5 community events interacting with the public whilst providing educational items on motorcycle safety.



## Young Drivers Program

### **TS-2025-Drivers Edge-68 Teen Safe Driving Program**

**Funding Source: NDOT**

**Budget: \$430,000.00**

This project provided funding for the Driver's Edge program, which is designed to provide the skills and training to turn novice drivers into safe and prepared drivers. This is accomplished with a hands-on technique that includes various behind-the-wheel driving scenarios that will give them the skills necessary to be more proficient drivers. During the FY25 grant year, approximately 3,013 young drivers were educated, which exceeded the objective by 32%. To date, Driver's Edge has educated nearly 49,722 students in Nevada. This program continues to be successful and a critical part of young driver safety in Nevada.

### **PMO-2025-NVOTS-6 Zero Teen Fatalities Program**

**Funding Source: NDOT**

**Budget: \$180,000.00**

This project provided funding for the Zero Teen Fatalities (ZTF) program which is designed to increase awareness and education on the importance of seatbelt usage, dangers of impaired and drowsy driving, distracted driving, as well as aggressive driving and speeding which are all critical safety issues for drivers aged 15-20 years old. ZTF is designed to provide information, education, and training to young drivers, parents, from high schools, driving schools, and community events. During this grant year, the ZTF program, the ZTF program, and programs within, has educated approximately 22,500 young drivers and parents in Nevada. The program has been upgraded to a new data collection management system for all testing and surveys and is in the process of transitioning all of their data collecting measures.

### **TS-2025-Clark Co Schools-18 Clark County School District Young Drivers**

**Funding Source: 402**

**Budget: \$175,000.00**

This project provided funding to the Clark County School Police Department (CCSDPD) to continue the Zero Teen Fatalities program into the Clark County School District. This program is designed to increase awareness and education on the importance of seatbelt usage, as well as dangers of impaired driving, distracted driving, aggressive driving, and speeding which are all critical safety issues for drivers aged 15-20 years old. During this grant period, CCSDPD conducted over 300 presentations and reached approximately 18,000 people.

### **TS-2025-MADD-66 Mothers Against Drunk Driving Young Driver DUI Education**

**Funding Source: 402**

**Budget: \$145,000.00**



This project provided funding for the MADD organization which aims to reduce and prevent underage drinking in Nevada. MADD utilized the funds to educate parents and teens on the dangers of underage drinking. During this grant year, MADD reached 6,106 students and 395 parents with their programs and messaging on dangers of alcohol and drug use. MADD also utilized their social media with 35 informational posts to the public.

### Non-Motorized Program

#### **PMO-2025-NVOTS-7 Internal Vulnerable Road Users & Older Drivers**

**Funding Source: NDOT**

**Budget: \$75,000**

This project provided education and outreach through media advertisement to reduce injury and eliminate death among the vulnerable road user population.

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

**Funding Source: 405(g)-NM**

**Budget: \$175,000.00**

This project provided funding for a full-time position funded within the University of Nevada Las Vegas to provide pedestrian safety outreach to the Clark County area. This role oversees the Road Equity Alliance Program, which promotes education, advocacy, and community engagement for vulnerable road users. It also represents the program at community and local organization meetings and coordinates High-Visibility Enforcement (HVE) activities along with other community participation events.

#### **TS-2025-Lifesaver-61 NV Railroad Crossing**

**Funding Sources: 402**

**Budget: \$5,500.00**

This project provided funding for the Nevada Operation Lifesaver (NVOL) Rail Safety organization to conduct community safety outreach through media and presentations throughout the State. Media outreach was done through radio to reach audiences of approximately 650,000 in the Las Vegas area, 80,000 in Southern Nevada smaller towns, and 5,000 in Elko area. NVOL regularly attended, and is a member of, the Traffic Incident Management (TIM) program in Nevada. NVOL established Rail Auxiliary Teams in two law enforcement agencies and was able to complete all the projected educational objectives.

#### **TS-2025-UNR-44 University of Nevada, Reno Pedestrian Safety & Enforcement**

**Funding Source: 405(g)-NM**

**Budget: \$5,000**

This project provided funding to the University of Nevada, Reno Police Department (UNRPD). UNRPD provided education and outreach on Vulnerable Road User Safety in and around the campus. They conducted enforcement campaigns and tabling events throughout the grant year, engaging with students and community members.

**TS-2025-Carson City Public Works-82 Pedestrian and Bike Community Outreach****Funding Source: 405(g)-NM****Budget: \$10,000**

This project provided funding to create and disseminate educational campaigns targeting older drivers, younger drivers, speeding, school aged children, and vulnerable road users in the Carson City Area. Carson City Public Works works with the Carson City Sheriff's Office to manage the Carson City Community Task force which brought together multiple local entities together to focus on traffic safety. This task force helped inform the education and outreach campaigns throughout Carson City.

**TS-2025-UNLV-43 VRU Bicycle Safety****Funding Source: 402****Budget: \$30,000.00**

This project provided funding for the University of Nevada, Las Vegas (UNLV) to provide education and bicycle safety equipment to students through classroom presentations and handouts at various school events. UNLV is able to hand out safety kits, which includes a bicycle headlight, side and rear reflectors and a bicycle safety education card in English and Spanish. During this grant year, approximately 160 safety kits were distributed to the public, and 6 educational presentations were delivered.

**TS-2025-UNLV-95 The Infrastructure for Healthy Living Project Scoping Tool****Funding Source: NDOT****Budget: \$1,190,014.00**

This project funded the development of the Project Scoping Tool (PST), which is grounded in evidence, data, literature, best practices, and input from community members and stakeholders. The PST offers recommendations for transportation infrastructure improvements that encourage walking and bicycling, enhance safety for vulnerable road users, and strengthen existing walk audits.

**TS-2025-DHHS-97 Nevada Office of Minority Health and Equity (NOMHE)****Funding Source: NDOT****Budget: \$105,789.00**

This project provided funding for the Nevada Office of Minority Health and Equity (NOHME) personnel to work with DPS to develop and implement efforts that promote inclusive traffic safety protocols that maximize positive outcomes for vulnerable road users. The NOMHE project manager carried out this project educating vested parties on the intersectoral aspects between community wellness and traffic safety. This grant is part of a multi-year project extending into fiscal year 2026.



## Traffic Records Program

### **FO-2025-NVOTS-20 Master Program Support Traffic Records**

**Funding Source: 405(c)**

**Budget: \$155,340.00**

This internal project provided funding to support the Traffic Records Program.

### **PMO-2025-NVOTS-15 Tyler Enforcement Mobile**

**Funding Source: NDOT**

**Budget: \$1,398,715.00**

This project provided funding for the Tyler Technologies contract which provided the Enforcement Mobile (EM) eCrash and eCitation system statewide for all crash reporting and nearly all citation recording, as well as respective jurisdictional court interfaces. The EM system adapted to significant changes and successfully implemented changes resulting from major legislative mandates regarding the citation system. The future of the system includes robust reporting and data analysis capabilities. The EM is evolving to include partner facilitation, as well as the facilitation of MMUCC 6<sup>th</sup> edition review and implementation.

### **TS-2025-UNLV-9 Road Users Linked Database**

**Funding Source: NDOT**

**Budget: \$650,000.00**

This project provided funding to the University of Nevada, Las Vegas' (UNLV) continuing efforts of the UNLV School of Medicine to leverage available data and establish connections between relevant traffic safety related datasets in Nevada. This project managed linked and stand-alone databases pertinent to traffic related incidents encompassing crash data from NV OTS, NVDOT, and trauma registry data from all NV trauma centers. Additionally, this project integrated standalone databases from various road user-related datasets to include hospital discharge data, traffic citation data, and DUI toxicology data. This project worked to devise methodology for linking citations and other data sources to drivers involved in crashes to create statistical analysis that informed policy makers, educated the public, and designed traffic injury prevention programs. This project has consistently improved related dataset linkages throughout its history.

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

**Funding Source: 1906**

**Budget: \$575,000.00**

This project provided funding to University of Nevada, Las Vegas for the collection and analysis of traffic stop data in pursuit of transparency and accountability. It is intended to ensure that the Statistical Transparency of Policing (STOP) data research project will provide the Governor and other stakeholders research and statistical analysis to promote transparency and accountability,



increase public trust, and ultimately improve traffic safety. In the 2021 Nevada legislative session, Senate Bill No. 236 (SB236) was enacted. It requires law enforcement agencies to establish “provisions relating to the recording, collection and review of information concerning traffic stops made by law enforcement officers.” Various entities have collaborated to provide related data analysis. The first report provided to stakeholders serves as a baseline for the future analyses which will appropriately include multi-year datasets for analysis.

#### **PMO-2025-NVOTS-11 Statewide eWarrant**

**Funding Source: 164**

**Budget: \$40,000.00**

This project provided the second year of support for this ongoing project which provided funding for a statewide eWarrant platform. This platform is available for all stakeholders and includes judges, courts, and law enforcement agencies. Electronic warrants are a critical tool to expedite the removal of impaired drivers from Nevada’s roadways. For law enforcement, prosecutors, and the judiciary to be effective in combatting DUI, they created effective strategies to support investigation, prosecution, and adjudication. This platform helps streamline the entire arrest process and supports each stakeholder component highlighted above.

#### **PMO-2025-NVOTS-24 TRCC Enhanced Mobility Working Group**

**Funding Source: 405(c)**

**Budget: \$50,000.00**

This project provided funding to support the Enforcement Mobile Working Group (formerly Brazos Working Group) to facilitate regular communication of Law Enforcement agency representatives with ongoing improvements to the Nevada e-Cite and e-Crash reporting environment.

#### **PMO-2025-NVOTS-23 Enhanced Mobility Interfaces & Equipment**

**Funding Source: 405(c)**

**Budget: \$50,000.00**

This project provided funding for fixed deliverables that are necessary for successful implementation of Enforcement Mobile as statewide e-Cite and e-Crash system. As new agencies migrate into the Enforcement Mobile system, they at times require funding assistance to support initial needs. This project is combined with Enforcement Mobile interfaces.

#### **TS-2025-DPS NSP HP-73 NHP Crash & Vehicles Dynamics Training**

**Funding Source: 405(c)**

**Budget: \$158,448.00**

This project provided funding for the Nevada State Police-Highway Patrol (NSP-NHP) to continue their goal of creating an in-house crash reconstruction training curriculum.



3 advanced crash investigation courses were facilitated by NHP within the grant year. These classes were also made available to a limited number of officers from law enforcement agencies around the state. An adjustment to strategy for this project will include funding for a retired trooper to review crash training systems, then develop and deliver NHP's new curriculum.

### **TS-2025-UNLV-78 Adjudication, Citation, & Enforcement (ACE) Data Study**

**Funding Source: 402**

**Budget: \$177,853.00**

This project provided funding for an ongoing University of Nevada, Las Vegas (UNLV) project to identify and compile effective practices to integrate adjudication, citation, and enforcement datasets. The UNLV team has identified best practices in achieving adjudication and citation dataset linkages.

### **Communications Program**

#### **FO-2025-NVOTS-14 Media and Marketing**

**Funding Source: NDOT**

**Budget: \$1,500,000.00**

This project provided funding to continue to facilitate the messaging between NDOT Safety Engineering and the Nevada OTS to partner on the Zero Fatalities Nevada efforts. NDOT and OTS, working in partnership with their media firm, have developed a local partner's outreach plan that supports traffic safety messaging through community organizations. There is also messaging statewide through rideshare promotions, media interviews, paid and earned media, and social media. Additionally, feedback is solicited from the member agencies of the Nevada Advisory Committee on Traffic Safety (NVACTS).

### **General Traffic Safety Projects**

#### **FO-2025-NVOTS-20 Master Program Support**

**Funding Source: 402-PA - \$471,000.00; 402 – 876,233.00**

**Budget: \$1,347,233.00**

This internal project provided funding to support SHSO safety programs, as well as planning and administrative costs.

#### **FO-2025-NVOTS-21 eGrants System**

**Funding Sources: 402 - \$77,634.00; 405(b) - \$6,110.00; 405(c) - \$7,940.00; 405(d)-IC - \$27,089.00; 405(g)-NM - \$2,164.00; 164 - \$46,570.00; 1906 - \$6,593.00; NDOT - \$32,502.00**

**Budget: \$206,602.00**

This internal project provided funding for the Nevada grant management system.

**PMO-2025-NVOTS-5 Roadside Safety Program****Funding Source: 402 - \$70,000.00; 405(h) - \$52,557.11****Budget: \$122,557.11.00**

The projects provided funding to improve safety for first responders in Nevada while responding to, or actively working, roadway incidents. The program and grant funds are focused on improving three areas: 1) Visibility for first responders; 2) Early warnings for motorists; and 3) Increasing public knowledge on desired reactions when roadway incidents are encountered.

**TS-2025-CCSO-92 Carson City SO Community Safety Program****Funding Source: 402****Budget: \$25,000.00**

This project provided funding to establish a traffic safety specialist position within the Carson City Sheriff's Office (CCSO). This non-sworn role serves as a liaison between the department and the community, addressing various traffic safety concerns, with a focus on speed enforcement and education in school zones, and using data from Safe Routes to identify problem areas. Enforcement efforts aimed to gain compliance, primarily through educational outreach, including warning letters signed by the Sheriff. CCSO recorded 1472 speeding or hazardous moving violations.

**TS-2025-DPS NSP HP-94 State Police Highway Patrol Roadside Safety****Funding Source: 402****Budget: \$100,000.00**

This project provided funding for the Nevada Highway Patrol to continue phase two of a roadside safety project. The awarded funding was used to acquire Pi-Lit Sequential Flares for all NHP patrol vehicles. These conspicuity devices increase safety at traffic and crash scenes because approaching drivers see a sequentially lit string of flares that directs motorists around the incident. The moving light pattern is more effective at alerting and guiding drivers than the random stationary flashing patterns currently often used by law enforcement agencies. NHP operates in all areas of the state during all hours of the day, and at times during extreme weather events, where these devices are most beneficial to enhance roadside safety.

**TS-2025-UNR-30 Data Pilot Study Rural Roads****Funding Source: 402****Budget: \$82,489.00**

This project provided funding to facilitate a study of rural road safety by the University of Nevada, Reno's Center for Advanced Transportation Education and Research. Though just 6% of Nevada's population lives in rural counties, these areas account for 15% of all speed-related crashes. The study reviewed approaches and emerging technologies regarding safety data on rural roads, gathered data on rural roads from across the state using connected vehicle trajectory data, and safety risk screened at least 50 rural roads in Nevada.

**FO-2024-NVOTS-12 Professional Development****Funding Sources: 402****Budget: \$23,000.00**

This project provided funding for OTS staff and Nevada traffic safety partners to attend or participate in conferences, training, courses, or similar events that further enhance their knowledge and skills to combat traffic fatalities and serious injuries. As needed, this funding aimed to provide continuing educational opportunities for OTS staff, as well as its safety advocate partners, to further combat motor vehicle fatalities and serious injuries on Nevada roadways.

**FO-2025-NVOTS-22 Safety Program Support****Funding Sources: 402 - \$105,000.00; 402-PA - \$20,000.00; 405(c) - \$100,000****Budget: \$225,000.00**

This project provided funding to support the implementation of the Triennial Highway Safety Plan (3HSP), which describes data analysis of Nevada traffic safety issues and the strategies which will be used to address those issues in partnership with the State Highway Safety Plan (SHSP), the Annual Grant Application, and the Annual Report that provides information on the implementation, outcomes, and evaluations of the funded projects. This project also provided funding to host Nevada's annual Traffic Safety Summit. The 2024 Traffic Safety Summit was held in November in Northern Nevada, and the 2025 Traffic Safety Summit was held in October in Southern Nevada. These summits included speakers, workshops, breakout sessions, and vendor demonstrations. Attendees of the Summit included private and public agencies, members of the public, grant funding sub-recipients, tribal representatives, local law enforcement and regional transportation commissions, and Nevada SHSP partners.



## 4. Activity Report

### Projects Terminated or Not Implemented

#### **OP-2025-The Children's Cabinet, Inc-15 The Children's Cabinet CPS**

The Subrecipient terminated the awarded project prior to implementation.

#### **OP-2025-EV Fam-21 East Valley Family Services CPS Funding**

The Subrecipient terminated the awarded project prior to implementation.

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

The Subrecipient terminated the project due to internal staffing shortages.

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

This project was not implemented due to its lack of expected performance.

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

This project was not implemented due to prerequisite contracting steps not being completed.

#### **PMO-2025-NVOTS-1 Speed Safety Program**

This internal project was not implemented due to two different automated traffic enforcement bills that were not passed during the legislative session.

#### **PMO-2025-NVOTS-10 Master Program Underserved Communities**

As projects were implemented by external partners that addressed underserved communities, no funding was expended from this internal project

#### **FO-2025-NVOTS-2 Master Public Participation & Engagement**

As projects were implemented by external partners that addressed public participation & engagement, no funding was expended from this internal project

#### **FO-2025-NVOTS-22 Master Program Support Crash Location Improvement**

No specific project was implemented due to OTS' internal staffing shortages.

#### **FO-2025-NVOTS-13 State Highway Strategic Plan (SHSP) Implementation**

No specific project was implemented because there were no specific projects to implement.

### Public Participation and Engagement

Nevada's OTS incorporates public participation, outreach, intentional engagement, and feedback and evaluation as an integral part of executing Nevada's HSP, program development, and project funding, in addition to analyzing sociodemographic data and how it relates to traffic fatalities. Program Managers are actively engaged alongside partners, stakeholders and community members and are embedded in traffic safety programs and services from working with young drivers, to attending community meetings and events, to hosting workshops, trainings, and listening sessions.

Several approaches have been used to participate in public engagement opportunities that collected important information and feedback. Some of these opportunities have coincided with existing OTS sponsored events, programs and projects. Other opportunities have allowed OTS to develop and implement data-driven initiatives and programming to address identified sociodemographic disparities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities.



As outlined in the HSP (8.2), the HSO has several program areas that have identified ongoing engagement plans within several different focus areas, which includes 1) Tribal engagement, 2) New driver safety, 3) Motorcycle safety, and 4) Vulnerable Road Users and Community-based Traffic Safety Programs.

- 1) The Occupant Protection/CPS program actively engaged with tribal representatives and provided child passenger safety & occupant protection services to tribal populations statewide. According to the "Racial Equity in Traffic Fatalities in Nevada" report, American Indian/Alaskan Native people had a fatality rate per population that is 216% higher than the overall Nevada population's fatality rate across all critical emphasis areas. In Nevada, there are 20 federally recognized tribes, comprised of 27 separate reservations, bands, colonies and community councils. Many of these locations are remote and have limited access to services, specifically child passenger safety services. In FFY 2025, Nevada OTS coordinated certified child passenger safety technicians training and child safety seat installation events on the following tribal reservations: Duckwater Shoshone Tribe, the Moapa Band of Paiutes, the Pyramid Lake Paiute Tribe, the Reno-Sparks Indian Colony, the Walker River Paiute Tribe, Winnemucca Colony Council, Yerington Paiute Tribe, and the Elko Band Council. Of Nevada's 17 counties, all 17 have certified child passenger safety technicians. Six of those counties have 18 certified child passenger safety technicians residing within the reservation area. Of the twelve Child Passenger Safety Technician Certification courses held, eleven of the 55 individuals (20%) certified were affiliated with a tribal organization.

Related Project: **PMO-2025-NVOTS-19**

- 2) The Zero Teen Fatalities (ZTF) Program has recognized that many Nevada schools do not include driver's education in their curriculum. To address this, ZTF offers educational, training, and outreach programs that emphasize the importance of safe driving among young drivers. The program gathers input through various platforms to ensure its curriculum remains relevant and responsive to youth needs. Young drivers are engaged through multiple initiatives that incorporate feedback mechanisms such as conversations, post-training surveys, online forms, and collaboration with school staff. To expand access, ZTF includes a QR code in its presentations, allowing students to sign up for the Driver's Edge hands-on driving class. Additionally, the program provides Graduated Driver Licensing (GDL) resources in both English and Spanish to ensure accessibility for all youth. ZTF is proud to collaborate with Truckee Meadows Community College (TMCC), in the upcoming grant year, to offer scholarships that make driver's education more accessible for low-income students. This partnership helps reduce the cost of the required 30-hour course, expanding opportunities for youth who may otherwise face financial barriers. Additionally, ZTF has broadened the reach of the court-mandated Drive Responsibly Included Vehicle Education (D.R.I.V.E) Class by partnering with regional law enforcement agencies and providing funding to support officer-led instruction. Related Projects: **TS-2025-Drivers Edge-68**, **TS-2025-Clark Co Schools-1010**, & **TS-2026-TMCC-1075**



3) Nevada fatal crash data analysis identified that 45% of motorcycle riders killed in fatal crashes do not have a motorcycle license. In the Fall of 2023, a study was conducted to obtain feedback from unlicensed motorcycle riders to inform motorcycle safety education program improvements. In Nevada, a Class M (motorcycle) license can be obtained by taking a safety training class. Using this feedback, Nevada contracted for a motorcycle program evaluation with included recommendations for improvement in instructor recruitment and retention, and increasing training delivery. A recruitment campaign was conducted in FFY2025 and resulted in approximately 170 contacts and 7 new instructors. There is additional interest for instructor training that will be conducted in FFY2026 to help improve access to courses through increased offerings with the goal of earning Class M licensure.

Related Project: **PMO-2025-NVOTS-4**

4) The Carson City Safe Routes to School coordinator, SRTS, and the Carson City Sheriff's Office, CCSO, created the Carson City Community Task force to bring together agencies in the Carson City area with the goal of bringing traffic safety awareness, education and the reduction of traffic crashes. The task force has brought several entities together to exchange data, information and ideas including Carson Public Works, Carson City Metropolitan Planning Organization, Juvenile Parole and Probation, Carson City School District Safety Technician, Muscle Powered, and NV Dept. of Transportation. Safe Routes has provided Speed data from school zones to the Carson City Sheriff's Office (CCSO) to help identify areas of concern. Enforcement efforts have focused on gaining voluntary compliance, primarily through educational outreach. This includes the issuance of warning letters signed by the Sheriff, which has proven to be an effective and well-received strategy. To date, there have been no repeat offenders reported in the targeted zones, indicating a positive behavioral shift and increased awareness among drivers. Safe Routes has developed educational campaigns targeting Older/Younger drivers, school aged children, speed, and Vulnerable Road Users have been developed and delivered to the community. Related Projects: **TS-2025-CCSO-92 & TS-2025-Carson City Public Works-82**

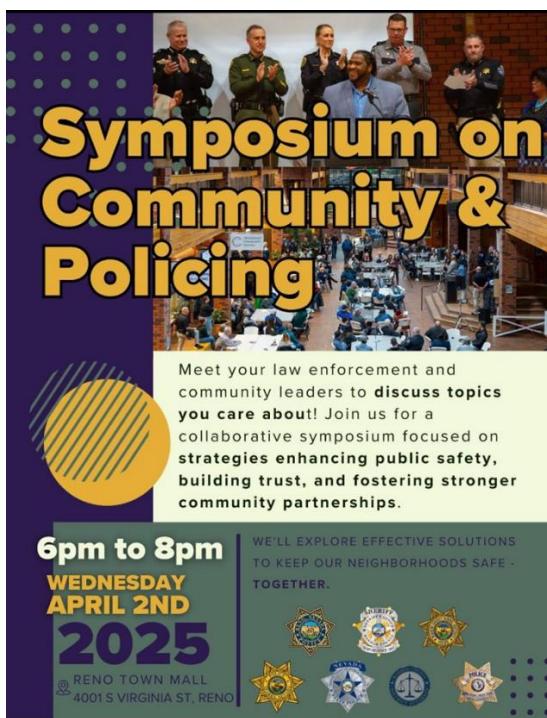
### Nevada's Evidence Based Enforcement Programs

- a. Beginning in FFY 2024 OTS implemented community collaboration into enforcement grants by having law enforcement agencies identify and document these activities in their projects proposals, progress reports, and monthly claims. The OTS online grant system was reprogrammed to include collaboration and feedback documentation in the mandatory monthly reporting template. The following are samples of local law enforcement agency activities reported through the Nevada's Traffic Safety Enforcement Program.



### Northern Nevada Law Enforcement Symposium:

Northern Nevada Law Enforcement Agencies Hosted 2025 Symposium on Community and Policing. This event was held on April 2, 2025. Agencies participating in the symposium: Nevada State Police Highway Patrol, Reno-Sparks Indian Colony Police Department, Reno Police Department, Sparks Police Department, University of Nevada, Reno Police, Washoe County Sheriff's Office and Washoe County School District Police. This was the ninth Symposium held in Northern Nevada. The agencies invited northern Nevada residents to attend to continue important discussions and offer the community a chance to collaborate with local law enforcement, ask questions and learn more about the current opportunities that face the growing community. Attendees had the opportunity to participate in separate group tabletop discussions, which covered topics such as: Relationships within neighborhoods, Community Engagement, Unhoused and Unsheltered Individuals, Mental Health Response and Education, Communication and Differing Perspectives with Police. Community survey questions were presented from survey sent out to the surrounding communities.



### Reno Police Department Public Meetings:

October 2, 2024, Reno PD along with Sparks PD, Washoe County Sheriff's Office, and the Washoe County District Attorney's Office participated in the National Coffee with A Cop Day. There, they discussed issues the community had and received feedback from what they have been doing in local events. They also held several small community events meetings with community members and business owners. In these events, they listened to concerns, gathered valuable insights and heard firsthand what was on people's minds. Dates of events were October 2 of 2024, and January 22, February 27, March 26, April 24, July 22 and September 18 of 2025.



### Las Vegas Metropolitan Police Department:

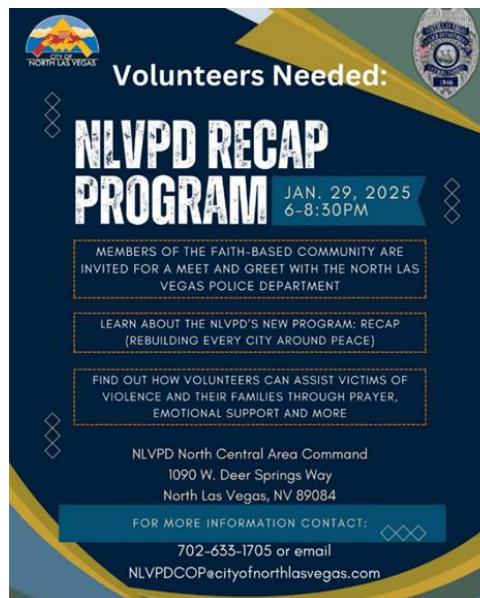
In April of 2025, LVMPD and Las Vegas neighborhood united for their annual "Big Walk" Celebration. Las Vegas witnessed a remarkable demonstration of unity as Metro Police officers teamed up with local residents for the annual event known as '*The Big Walk*'. This initiative aims to deepen the partnership between law enforcement and the community by encouraging open dialogue, shared experiences, and a collective focus on neighborhood safety. Hundreds of participants took to the streets, walking together to promote vigilance and mutual support, underscoring the city's ongoing dedication to public security and trust-building. The success of The Big Walk stems from a collaborative approach that empowers residents to take ownership of their neighborhood's safety. Metro Police partnered with local leaders to promote the event through schools, community centers, and small businesses, which served as hubs for information and gathering. Consistent communication via social media, newsletters, and public announcements kept the community engaged and informed..





## City of North Las Vegas Police Department (NLVPD):

The North Las Vegas Police Department conducts various community engagement activities throughout the year. On January 29, 2025, NLVPD held a RECAP Program meeting. RECAP: Rebuilding Every City Around Peace. The community was invited to become beacons of hope for victims of violence and their families. It was an opportunity to learn about the impactful program, offer emotional support, prayer and guidance to those in need. Build meaningful connections with the community and NLVPD.



On July 22, 2025, NLVPD held a Community Connection. The purpose of the meeting was to open lines of communication between the Police Department and the residents of the City of North Las Vegas.

BROUGHT TO YOU BY CITY COUNCIL

A flyer for the Community Connection meeting. At the top, it says 'BROUGHT TO YOU BY CITY COUNCIL' with the City of North Las Vegas logo and the North Las Vegas Police Department seal. The main title is 'COMMUNITY CONNECTION' with a stylized logo of three people. Below the title, it lists the date 'July 22, 2025' and time '6:00 P.M. - 7:30 P.M.' on the left, and the location 'Alexander Library, 1755 W. Alexander Road, NV, NV 89032' on the right. A note in the center states: 'The purpose of this meeting is to open the lines of communication between the North Las Vegas Police Department and the residents of the City of North Las Vegas. Come to ask questions and obtain answers directly from NLVPD personnel.' At the bottom, it says 'Topic: CNLV Code Enforcement' and 'For additional information, please contact: NLVPD Community Engagement Division (702) 633-1808'. The bottom line is 'North Las Vegas Police Department'.



b. Nevada Revised Statutes 484B.830 through 484B.847 mandate traffic STOP data collection that includes race, ethnicity, outcome of the stop and several other elements. This data collection is done through the statewide electronic crash and citation system managed by the OTS. OTS receives NHTSA Section 1906 Racial Profiling Data Collection funds. These funds are subgranted to the University of Nevada, Las Vegas (UNLV), to study and analyze and report on the outcomes of traffic stops to ensure transparency and identify potential disparities. The research team at UNLV work with law enforcement agencies to provide information and feedback to inform agency enforcement policies.

Related Project: **TS-2025-UNLV-7 Nevada Racial Data Collection Project**

## Mobilization Participation

Nevada has a robust Traffic Safety Enforcement Program (TSEP) in which encompasses a comprehensive high-visibility enforcement (HVE) program known as the Joining Forces program. Nevada's OTS coordinated 12 statewide HVE events with 7 of them aligning with national mobilization campaigns identified in NHTSA's traffic safety marketing calendar. These events were achieved through the Joining Forces program coordinating across multiple law enforcement agencies covering all of Nevada's Critical Emphasis Areas. Engaged agencies were committed to the mobilization efforts. 45,524 traffic enforcement contacts were made for a variety of violations during the 12 HVE events.

The following is the list of participating agencies, with a breakdown of citations written shown in **Table 2**.

Boulder City Police Department  
Carson City Sheriff's Office  
City of Las Vegas Department of Public Safety  
City of North Las Vegas Police Department  
Clark County School District Police Department  
Douglas County Sheriff's Office  
Elko County Sheriff's Office  
Henderson Police Department  
Humboldt County Sheriff's Office  
Lander County Sheriff's Office  
Las Vegas Metropolitan Police Department  
Lincoln County Sheriff's Office  
Lyon County Sheriff's Office  
Mesquite Police Department  
Mineral County Sheriff's Office  
Nevada State Police-Highway Patrol – NE, NW, S  
Nye County Sheriff's Office



Pershing County Sheriff's Office  
Pyramid Tribe Police Department  
Reno Police Department  
Sparks Police Department  
Storey County Sheriff's Office  
Washoe County School District Police  
Washoe County Sheriff's Office  
West Wendover Police Department  
White Pine County Sheriff's Office  
Board of Regents, University of Nevada, Reno (UNR)  
Board of Regents, University of Nevada, Las Vegas (UNLV)

Category	FY2025
<b>DUI Arrests</b>	<b>1506</b>
<b>Field Sobriety Tests (FST's) Conducted</b>	<b>674</b>
<b>Seat Belt Violations</b>	<b>503</b>
<b>Child Seat Violations</b>	<b>66</b>
<b>Speed Violations</b>	<b>22,262</b>
<b>Distracted Driving</b>	<b>1,986</b>
<b>Reckless Driving</b>	<b>155</b>
<b>Unsafe Lane Changes</b>	<b>279</b>
<b>Intersection Violations</b>	<b>1,145</b>
<b>Pedestrian Violations</b>	<b>173</b>
<b>Warnings</b>	<b>11,648</b>
<b>Number of Contacts</b>	<b>45,524</b>

**Table 2:** Mobilization Participation Chart FFY2025

The Nevada Office of Traffic Safety contribution in high-visibility enforcement (HVE) mobilization efforts of Joining Forces was recognized through multiple earned media placements. These placements were on news programs and through various digital media news sources.



## 5. Paid & Earned Media and Public Relations

### *Coordination*

NDOT Safety Engineering and the Nevada OTS continue to partner on the Zero Fatalities Nevada efforts. This includes greater coordination with a single advertising firm. Duplication of efforts has been reduced with public relations, paid media, and outreach implemented by a single source. NDOT and OTS, working in conjunction with their media firm, have developed a local partner outreach plan that supports traffic safety messaging through community organizations. Additionally, feedback is solicited from the member agencies of the Nevada Advisory Committee on Traffic Safety, and additional coordination is achieved by member agencies meeting on a regular basis to support one another's messaging.

### *Elements*

This year, the Zero Fatalities traffic safety campaigns focused on the following areas:

- Impaired Driving
- Speed
- Distracted Driving
- Bicycle Safety
- School Zone Safety
- Child Passenger Safety
- Pedestrian and Cross Walk Safety
- Teen Driving
- Motorcycle Safety
- Vehicle Theft Prevention

From October 2024 to September 2025, our media campaigns that involved Outdoor (posters) or Digital (online banners):

- Radio (live reads)
- Streaming (Spotify, Hulu and Twitch)
- Outdoor (digital billboards, static)
- Digital (Programmatic banners, boosted social media content)
- Social (Instagram, Facebook, X, YouTube)
- Outreach (community and safety events)
- Public Relations (press releases and media interview)

### *Updates and Results*

Overall, from October 2024 to September 2025, the OTS Zero Fatalities branded campaigns delivered over 72 million media impressions. The Zero Fatalities program continues to have recognition of over 44% with Nevada residents.