

NEBRASKA 2024 HIGHWAY SAFETY PLAN ANNUAL REPORT



NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2024 HIGHWAY SAFETY PLAN

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* **A type injuries** = Any injury, other than fatal, which results in one or more of the following:
Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10% or more of the body), unconsciousness when taken from the crash scene, or paralysis.

^ **B type injuries** = Visible but not disabling

EXECUTIVE SUMMARY

INTRODUCTION

The Nebraska Department of Transportation Highway Safety Office (HSO), formerly known as the Nebraska Office of Highway Safety, was established in 1967 to coordinate, develop, and implement Nebraska's annual National Highway Traffic Safety Administration (NHTSA) funded highway safety plan (HSP) in accordance with the Federal Highway Safety Act. Under the Act, the Governor designates the Governor's Highway Safety Representative whose responsibility is to oversee the state's annual federal highway safety allocation to reduce traffic-related injuries and fatalities.

During Fiscal Year FY2024, a total of \$7,548,682.70 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405e, 405f and 1906 for a total of 531 grants. Forty three percent of 402 funds were awarded to or for the Local Expenditure of cities, counties and municipal government agencies. The remainder was awarded to state agencies for traffic safety projects.

The purpose of the Triennial HSP (Nebraska Performance-Based Strategic Traffic Safety Plan) is to identify and prioritize Nebraska's traffic safety problems that are contributing to traffic-related injuries and fatalities. The Plan establishes those priority problems and identifies the best opportunities to reduce traffic-related injuries and fatalities. The Plan also includes those system support activities that are necessary to carry out those direct impact projects.

MISSION STATEMENT

To reduce the state's traffic crashes, injuries and fatalities on the roads through leadership, innovation, facilitation and program support in partnership with other public and private organizations.

LEGISLATIVE UPDATE

The Nebraska Legislature approved a bill to modify Nebraska's motorcycle helmet requirements on March 28, 2024, that became effective on April 2, 2024, which will allow a rider to not wear a helmet who is a Nebraska resident who is 21 or older with a Class M license and completed a motorcycle safety course and submit proof of completion to the state Department of Motor Vehicles. It also contains other requirements and exceptions to the law.

The November ballot in Nebraska included bills to legalize medical marijuana which were approved by voters but have been contested and appeals are still pending. Measure 437, the Nebraska Medical Cannabis Patient Protection Act, will immediately allow Nebraskans to legally possess 5 ounces of medical cannabis with the written recommendation of their health care practitioner. Measure 438, the Nebraska Medical Cannabis Regulation Act, will also take effect immediately but has more steps in 2025 with the creation of the Nebraska Medical Cannabis Commission.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures.

The minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems.

Nebraska is required to report progress on each of the Fatal Analysis Reporting System (FARS) 15 core and behavior measures. In addition to the required initial minimum set of performance measures, Nebraska has defined and developed an additional 8 outcome performance measures using state crash data to better monitor traffic safety outcomes, behaviors, and activities.

ADDITIONAL OUTCOME PERFORMANCE MEASURES

Utilizing state crash data for fatal and injury (*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use; 4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area (“all other factors”) is utilized to address other issues when appropriate. Along with these, two other additional performance measures were added; distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (* A = Disabling Injury; ^ B = Visible, but not disabling injury)

A total of twenty-four counties have been identified as priority counties. These counties are given priority consideration for grant awards and project activity. Remaining counties are considered eligible for special programs and assistance.

Measurable targets and objectives are determined using at least five years of historical data. The annual targets are selected based upon expected trends or maintain current level if a negative trend.

Individual grants are awarded based upon the quality of problem identification and the outcome performance expected while implementing strategies and activities.

PUBLIC PARTICIPATION AND EDUCATION

Description of the State's public participation and engagement planning efforts in the highway safety planning process and program.

1) The HSO supports the inclusion of equity and ensures that equity is centered in the planning and implementation of the highway safety grant program. The State's starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State's highway safety program, including countermeasure strategies for programming funds will achieve the following goals:

- a) Ensuring that the public participation and engagement opportunities that are conducted are meaningful and that equity is a focus throughout all stages of the highway safety grant program.
- b) To advance equity through the Safe System Approach in support of the Executive Order # 13985 and the National Roadway Safety Strategy (NRSS). Due to a growing body of evidence of racial and ethnic disparities in travel outcome exists, NDOT plans to establish ongoing communication with up to ten new community organizations (Omaha Refugee Task Force, Methodist of Lincoln, Asian Community and Cultural Center, Center for Rural Affairs, Latino Center of the Midlands, Malone Community Center, Yazda Yazidi Cultural Center, Urban League, Downtown Community Development, Nebraska Urban Indian Health) by 12/31/2026. These organizations are represented by State data for being overrepresented in crashes or underserved for highway safety information. In FARS these groups represent 18% of fatalities but only 12.5% of population.

- c) To decrease the increasing trend for drivers aged 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.
 - d) To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 11 percent from 88 (5 year rolling average in 2018-2022) to 83, by December 31, 2024, and by 13.5 percent to 81 by December 31, 2026.
- 2) Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (i.e., what communities did the State identify at the outset of the process) and a description of how those communities were identified:
- a) Teens = 5.2% of drivers but 14% of all crashes as evidenced in the DMV driver database and detail of the State crash data. The HSO has a teen goal of : To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026. We are going to achieve this by adding the suggestions from the engagement sessions to our current projects to communicate relevant information to the teen drivers. We will also continue to engage with the teen drivers throughout the grant year to enhance programs as necessary.
 - b) The HSO has included the Nebraska Priority Counties for FY2024 on page 14 of the THSP that describes the top 24 counties in Nebraska Fatal, A & B crashes. This chart also indicates several other indicators defining the counties as high priority or over-represented in crashes such as youth involved crash rates. This data was also used to select a group in Lancaster County, one of the highest youth crash rates, to engage with for the teen driving discussion.
 - c) Further research from FARS shows that although the percentage has decreased in the past ten years, almost 8% of fatal crashes involves a driver aged 20 or younger. In the State data analysis, the top five counties for teen fatalities include Lancaster, Cass, Douglas, Sarpy and Adams.
 - d) Nebraska Rural residents = 27% of Population from the National Census Bureau 2020 data with 2021 estimates but represent 28% of crashes and 65% of fatalities as evidenced in the Nebraska Crash Data.
 - e) Unbuckled = 24% of Nebraska drivers and front seat passengers are not buckled according to the annual Nebraska (NHTSA approved) Seat Belt Observation Survey (<https://nebraskastategov.sharefile.com/public/share/web-sd5fe78f29e8f4afca860cf18547b85f9>) but represent 64% of fatalities according to the Nebraska State Crash Data. FARS most recent data, 2021 shows 46% of fatalities are not restrained and 74% of fatalities are rural (<https://cdan.dot.gov/SASJobExecution/>).

Triennial HSP engagement outcomes. A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process.

- 1) The HSO attended an engagement meeting with the Malcom High School in Lancaster County, Nebraska to gain feedback and input from teen drivers.
 - a) Gaining access to teenage drivers in an engaging setting has been very limited in the past so the HSO took advantage of our high school connections through the Teens in the Driver Seat Program (TDS). The TDS program manager was able to connect us with the Malcom High School administrator who was very cooperative in setting the meeting during school time with junior and senior students which was not any part of the TDS program. We discussed the best option to meet with teen drivers solely to allow engagement and formulation of ideas that would affect the high crash rate of teen drivers. The school administrative contact indicated the school could offer a not threatening, neutral environment for and engaging discussion, the school was the best option and that the best time to meet with a group of teen drivers would be during school when many of them had a 50-minute break

between classes and any others could participate with permission. Other times including after school were considered, but then we would not get a representative group considering some would have activities, work or going home for other commitments.

- b) All junior and senior students are at least 14 years old and under the age of 20, so they are exactly the market of teen drivers we needed to reach. All of the students had a driver's license or learner's permit and were currently driving.
 - c) The school had one of the teacher/monitors for the period stay in the meeting to ensure there were no language or understanding issues. They were also helpful in encouraging the teens to engage in the discussion. (prior to meeting) All students were fluent in English, familiar with driving and traffic rules. The school is ADA compliant and offered a classroom environment where the teens were very familiar with discussing topics with open conversations. The 9:00 am time period between classes offered a great opportunity when many students were available.
 - d) We had about 25 students offer to stay for the discussion after we arrived in the classroom. The students that were normally in this room were offered the option to participate in our discussion and the administration also made a general announcement/invitation to all students that they could join us as well if they did not have any class conflicts. All of the teens that participated were of driving age and currently had a school permit or driver's license which fit our expectations. Some of them had completed driver education classes or participated in advanced driver training events offered in the community.
- 2) The HSO attended an engagement meeting with the Omaha Cornhusker Driving School (CDS) class in Douglas County, Nebraska to gain feedback and input from teen drivers.
- a) The HSO contacted the CDS after a suggestion from the Omaha Police Department contact that works with our Project Night Life program to educate teen drivers and perform enforcement. The CDS has worked closely with the HSO on many projects in the past and could provide a group of teen drivers in the largest county in Nebraska that ranked third in Fatal, A & B crashes (NHTSA definition A= Suspected Serious Injury, B= Suspected Minor Injury) with only 65% seat belt use in these crashes. The CDS instructor agreed to allow us to meet with the teens for sixty minutes during the next available class.
 - b) All students enrolling in this class are required to have at minimum a learner's permit but driving for 1 year or less which fit our target of 20 and younger.
 - c) The meeting was conducted at their school driving facility that meets all ADA requirements.
 - d) We had about 20 students attending the driver education class that were informed in advance that we would be joining their class for about 60 minutes to discuss driving behavior and how it could be improved. There were 11 male students all aged 15 to 16 years old. The students were of multiple ethnicities, and all could speak/understand English. We posed the same questions from our earlier school engagement to have a discussion about teen driving. In this group, over 20% stated they did not wear seat belts all of the time for the reasons listed below and the group was in consensus that better media campaigns as described below would get the message to more teen drivers. The majority did not think speeding is an issue and agreed that they emulate parents behaviors.
- 3) The HSO attended an engagement meeting at Crete High School in Saline County, Nebraska to gain feedback and input from teen drivers.
- a) We continue to meet with the over-represented teen driver group in Nebraska. The groups have primarily given very similar feedback from each meeting and are the same age and experience.
 - b) The schools offer a fully ADA compliant safe place to conduct the engagements with these students. All students were fluent in English and had no barriers to communication.
 - c) We had a total of 38 high school kids in attendance with 28 female and 10 male. There were 2 teachers present as well in the ADA compliant school classroom. All students were fluent in English

with no barriers to communication. All the students had a driver license or learner's permit and had driven a vehicle.

- 4) The HSO planned and conducted a meeting with the Hamilton County Planning Committee to reach unbelted rural drivers.
- 5) The HSO planned and conducted a meeting in Otoe County at the Nebraska City Police Department community meeting room to reach unbelted rural drivers.
 - a) Although attendance was limited, general input was that drivers understand that wearing seat belts are safer, they just don't see that it will affect them.
 - b) A suggested behavior change is that parents will do what is necessary to keep their children safe so if their children let them know if the parents did not wear seat belts that the teens would not wear them either.
- 6) Plans for additional rural unbelted drivers are being planned with Farmers Coop member organizations and with parents of high school students.

Common suggestions from the engagement meetings:

- Communication with teens.
- Use a "teen" suggested message – some examples were given.
- Teens hear a lot of commands, instead create messaging that allows the teen to make their own decision about safe driving, instead of just being told to do it.
- Youth led messaging, safety messages created by youth and on platforms youth use such as: Tik Tok, Instagram, Snapchat, memes, Life 360
- Get message out to entire audience in one go around, like school assemblies. Speakers sharing real life situation, and engage the audience, allow critical thinking.

How the affected communities' comments and views have been incorporated into the development of the triennial HSP.

- 1) The new seat belt message that is included in the Occupant Protection Public Information and Education program area was launched with the Click it or Ticket National Mobilization in May 2024 has been modified to:
 - a) Communicate with Teen drivers.
 - b) Was developed by the teen aged group at the UNL Jacht Marketing Club.
 - c) Is a message with real life examples told by teen drivers that will allow the audience to "make their own decision".
 - d) Will include social and digital placement rated highly for teen use.
- 2) Provide additional grant funding to bring national speakers, such as Cara Filler or other relational speakers to at least four high schools per year.
 - a) The strategy has been added to the youth public information and education project in the AGA and the young driver program noted in the HSP.
 - b) We have worked with local health departments to arrange additional schools to have this program presented in FY2024 and additional schools planning for FY2025.
- 3) Continue to staff teen attended events across the state where we can engage with teen drivers, discuss current dangerous driving behaviors and collect their input on how these behaviors could be changed to decrease teen involved serious and fatal crashes.
 - a) The HSO staff has attended multiple high school State sports finals to engage with the teens attending. We have as many as possible complete our informational survey to track their opinion of traffic safety and input for improvement. This will be analyzed annually and used in the Highway Safety Planning process.

- 4) It was stated in the rural unbelted meetings that reinforcing good behavior rather than cracking down on bad behavior may have a significant impact on increased seat belt use.
- a) Program managers are researching programs to collaborate with local law enforcement to publicly reward good driving behaviors that will be included as part of the law enforcement community collaboration activities.
 - b) The HSO is working with local safety group to launch a program “Ground Your Parents” where teens will issue citations to parents for dangerous driving behaviors.

Ongoing engagement planning.

The goals for the public engagement efforts in Nebraska will include further analysis of the local, state and national traffic safety data to be able to identify all over-represented and under-served population communities.

- To enhance future public engagement efforts, the HSO has contracted with a local University research group to provide a detailed analysis of the State's citation data. The outcome of this analysis will provide the State with a comprehensive overview of the disparities across the state in all traffic record areas. By doing so, future enhancements to the State's public engagement efforts can be undertaken with proven data methodologies. It is also hoped that the data analysis of the citation data will assist in identifying law enforcement and other community leaders that can be brought together to find a resolution for the identified traffic safety problem.
- The HSO will continue to engage the over-represented teen drivers with additional meetings and follow-up to verify if the current strategies are effective. Since the schools offer the best attendance of teen drivers in an accessible location that can overcome any language or communication barriers, additional meetings will be organized at schools within the top five counties.
- The HSO will also develop an engagement plan to connect with the over-represented unbelted rural drivers. The data will be further analyzed to identify the top five counties for unbelted serious and fatality crashes where the HSO will then coordinate with local community leaders to organize a meeting that would be attended by our target audience. Accessibility and communication barriers will be addressed included interpreters when needed.
- The HSO will combine and analyze the input from the engagements to continue to shape the HSP. The media choices that the young drivers connect with will be further included in communications. The events in schools will be assessed to verify the speakers are connecting with the students. Input from the rural drivers will be used to further understand why they do not wear seat belts and what information/action would cause them to change behavior to shape the occupant protection program.
- The HSO works each year to increase the number of partnerships throughout the state and has worked with many partners over the years. Last year, the HSO partnered with approximately 200 distinct organizations to implement over 250 projects as part of the FY2024 HSP. In FY2025 the HSO will continue to establish new partnerships with special emphasis on engaging local planning organizations, local health departments and advocacy groups in underserved communities. Contact has been made with two additional local health departments, a new seat belt advocacy group and the Ponca Indian Tribe of Nebraska.
- The HSO will use the input from the additional teen meetings as stated above to continue to shape the communication plan so that it will be more relative to the affected market. The speaker presentations will be assessed to verify that they are connecting to the teen groups or more relative speakers will be sought. The input from the new partnerships will be included in the planning for the FY26 Annual Grant Application to ensure that projects are modified where necessary to reach these affected communities.

LAW ENFORCEMENT COMMUNITY COLLABORATION

The HSO has continued to work with all law enforcement agencies in Nebraska to document the community collaboration activities and how the outcome from the activities has informed policies, procedures or activities. Many agencies organize community events to discuss the traffic safety needs of their local community and implement the outcomes in their activities, but below are just two examples.

Crete Police Department held a pedestrian safety event in conjunction with their local Trunk or Treat for the youth in the community. Prior to the safety event parents and students were invited to discuss traffic safety topics in the areas of pedestrian safety, occupant protection, distracted driving and impaired driving. The discussion included local and state laws, how Crete PD works enforcements and other community events that Crete PD are involved in. The gave a short presentation that ended with a question-and-answer portion. Most of the questions were regarding Child safety seats and laws pertaining to this topic. The event was attended by approximately 200 – 300 parents and children. The Crete PD has contacted a local CPS technician to schedule a car seat check event in the area.

Lincoln County Sheriff's Office presented at a local high school to 140 students. The purpose of the presentation was to discuss occupant protection. When the presentation had concluded the students had questions regarding School Driving Permits (SCP), Learner's Permits (LPD), and Provisional Operators Permits (POP). The deputy that presented was able to answer their questions. Lincoln CSO believes that they could do more presentations and collaborations and discuss the laws and expectations for the different driving permits in Nebraska. They will work with area schools to schedule more presentation/discussions as time permits. It was also discovered that they could do a better job enforcing these laws and regulations throughout the County which will be discussed in daily roll call briefings.

STATE CRASH DATA SUMMARY

States are required to review and set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). In an effort to meet our performance goals, the Nebraska Department of Transportation will coordinate with our Interagency Safety Working Committee with partners from Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), State agencies including Department of Motor Vehicle and Health and Human Services and metropolitan planning organizations in the state to review and adjust new targets in our HSP.

While the majority of 2024 state crash data and certain details of the 2021, 2022 & 2023 crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2016-2020 moving average crash data with the 2023 final detailed numbers.

In comparing the 2016-2020 calendar base year average with 2023, the following areas of fatalities, serious injuries, alcohol impaired fatalities, motorcycle fatalities and pedestrian fatalities showed a decrease of 2.6 percent, 14.3 percent, 17.4 percent, 14.1 percent and 30.9 percent respectively. While unrestrained vehicle occupants and speed fatalities showed an increase of 11.2 percent and 18.4 percent respectively. "All other factors" (minus alcohol and speed) crashes increased by 26 percent. The occupant restraint use increased by 2.9 points from 77.3 percent in 2023 to the 2024 use rate of 80.2 percent.

The FY2023 HSP included the following target results.

The fatal, A and B injury crash data for CY2024 are unavailable from the Nebraska Department of Transportation. The most current available fatality data has been used in results.

- In 2023 the total traffic fatalities decreased by 2.6 percent from 233 (2020 result) to 227.
- In 2023 the total of serious traffic injuries decreased by 14.3 percent from 1,429 (5 year rolling average in 2016-2020) to 1,224.
- In 2023 the trend for fatalities/100 VMT decreased by 12.2 percent from 1.20 percent (2020 result) to 1.05.
- In 2023 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 11.2 percent from 92.6 (5 year rolling average in 2016-2020) to 103.
- In 2023 alcohol-impaired driving fatalities decreased by 17.4 percent from 65 (5 year rolling average in 2016-2020) to 54.
- In 2023 speeding-related fatalities increased by 18.4 percent from 38 (5 year rolling average in 2016-2020) to 45.
- In 2023 motorcyclist fatalities decreased by 14.1 percent from 26 (5 year rolling average in 2016-2020) to 22.
- In 2023 unhelmeted motorcyclist fatalities increased by 81.8 percent from 2 (5 year rolling average in 2016-2020) to 4.
- In 2023 the number of drivers aged 20 and younger involved in fatal crashes decreased by 4.1 percent from 34 (5 year rolling average in 2016-2020) to 33.
- In 2023 pedestrian fatalities decreased by 30.9 percent from 19 (5 year rolling average in 2016-2020) to 13.
- In 2023 bicyclist fatalities increased by 400.0 percent from 1 (5 year rolling average in 2016-2020) to 6.
- In 2024 statewide observed seat belt use of front seat outboard occupants in passenger vehicles remained steady from 80.7 percent (5 year rolling average in 2018-2022) to 80.2 percent.
- In 2023 fatal, A and B injury crashes increased by 20.7 percent from 4,896 (2016-2020 rolling average) to 5,910.
- In 2022 alcohol-impaired fatal, A and B crashes decreased by 14.8 percent from 520 (2016-2020 rolling average) to 443.

- In 2023 speed-related fatal, A and B crashes increased by 105.4 percent from 280 (2016-2020 rolling average) to 575. (improved crash record data since 2021 has affected this number)
- In 2023 youth-involved fatal, A and B crashes increased by 40.4 percent from 1,313 (2016-2020 rolling average) to 1,844.
- In 2023 fatal, A and B crashes caused by all other factors increased by 26.0 percent from 4,093 (2016-2020 rolling average) to 5,157.
- In 2023 distracted driver fatal, A and B crashes decreased by 23.6 percent from 863 (5 year rolling average in 2016-2020) to 659.
- In 2023 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 28.6 percent from 49 (5 year rolling average in 2016-2020) to 63.

NEBRASKA PRIORITY COUNTIES FOR FY2024

NEBRASKA PRIORITY COUNTIES FOR FY2024									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2020 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2020 Population**
Three	ADAMS	55	23.90	2.61	3.48	7.82	17.82	58.3%	31,321
Three	BOX BUTTE	26	27.85	3.21	1.07	10.71	23.57	56.6%	10,696
Three	BUFFALO	126	19.65	0.62	1.25	6.86	17.78	74.5%	50,114
One	BUTLER	26	19.62	1.51	0.75	6.04	17.36	77.0%	7,960
One	CASS	61	14.16	1.39	2.09	4.18	10.68	69.7%	26,232
One	COLFAX	22	18.43	2.51	1.68	6.70	14.24	71.2%	10,587
One	CUMING	25	19.61	0.78	0.78	7.84	18.04	85.2%	8,798
Three	CUSTER	26	15.34	1.18	2.36	4.13	11.80	58.3%	10,626
Three	DAWES	21	22.86	3.27	4.35	5.44	15.24	50.0%	8,361
One	DODGE	102	29.29	2.87	2.30	8.90	24.13	82.2%	36,222
Two	DOUGLAS	1318	31.88	3.00	1.21	8.03	27.67	65.0%	574,332
Three	GAGE	43	19.99	1.86	1.86	4.65	16.27	58.7%	21,431
Three	HALL	138	21.47	1.56	1.40	6.07	18.51	80.7%	61,028
One	LANCASTER	793	30.61	2.74	1.20	10.00	26.68	87.9%	320,650
Three	LINCOLN	124	19.26	1.09	1.86	4.82	16.31	77.3%	34,347
One	MADISON	87	27.70	1.91	1.59	7.32	24.20	76.8%	474
Three	OTOE	31	11.20	2.53	2.17	2.89	6.50	47.1%	15,965
Three	PHELPS	22	19.24	1.75	0.00	6.12	17.49	64.3%	9,006
One	PLATTE	87	25.42	2.92	2.34	6.72	20.16	74.7%	33,364
Three	RED WILLOW	22	19.51	0.89	0.00	7.10	18.63	35.7%	10,627
Three	SALINE	35	28.99	3.31	1.66	7.46	24.02	51.7%	13,987
One/Two	SARPY	258	17.85	2.28	0.97	6.09	14.60	86.5%	188,856
Two	SAUNDERS	45	16.83	1.12	1.12	5.24	14.59	74.0%	21,927
Three	SCOTTS BLUFF	85	27.54	2.92	0.97	6.48	23.65	70.4%	35,299
	24 County Population								1,542,210
	Statewide	4,390	20.65	2.01	1.22	5.63	17.42	72.3%	1,937,552
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									80% of Population
Data taken from 2020 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2020 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2020 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population as of July 1, 2020.									
Revised 2-3-2023									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2020 data is the most current data for the FY2024 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

FISCAL YEAR 2024 HIGHLIGHTS

- A total of 264 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 21,251 additional hours, 699 seat belt citations, 808 impaired driving arrests, 8,301 speeding citations and 40,069 total contacts.
- Mini-grant contracts were awarded to 170 law enforcement agencies to purchase traffic safety equipment, 58 radars, 32 in-car cameras, 97 preliminary breath testers and 1 evidentiary breath testing unit in support of enforcement.
- The 58 radar units awarded resulted in a total of 397 speeding citations and 954 speeding warnings being issued.
- The 97 preliminary breath testing units resulted in 147 preliminary breath tests.
- The 32 in-car cameras awarded were used to record 939 traffic stops.
- Two evidentiary breath testing units were awarded in FY24. Six refurbished DataMaster cdm's were provided to various law enforcement agencies.
- There were 8 mini-grant contracts awarded to law enforcement for alcohol compliance checks and activities were carried out in various counties, 100% of the activity occurred in priority counties. There were 120 selective overtime hours, 178 businesses were checked, and 12 total citations were issued for a non-compliance rate of 6.7%.
- Five inspection stations were provided funding to purchase 284 child safety seats for qualifying low-income families, serving 25 counties.
- In the fiscal year ending September 30, 2024, 75 of the 121 CPS technicians available to be recertified did so, a 62% recertification rate for Nebraska compared to the national average of 55.5%.
- Nebraska has 367 certified Child Passenger Safety (CPS) Technicians and 20 inspection stations, covering 73 of the 93 counties in the state, with 86% of the Nebraska population living in a county with an inspection station and over 95% of the Nebraska population live in a county with a CPS Technician. There are currently 22 CPST Instructors. There were seven Child Passenger Safety Technician Training Courses held in FY24 and the Update in June 2024, in York. Nebraska Added 72 new child passenger safety technicians through training in FY2024.
- Two sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities.
- There were 473 mini grants awarded for training, surveys, and public information and education activities.
- A total of 59,325 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 50,000 highway safety public information and educational material items were printed for distribution. Over 70 percent of the materials went to priority counties as defined by HSO.
- In August 2024, six new Drug Recognition Experts completed all phases of DRE training and became certified. Fifty-seven law enforcement officers were certified in ARIDE in 2024.
- The Nebraska Law Enforcement Training Center provided 13 law enforcement courses, radar, in-car camera, crash investigation, etc. to 997 law enforcement personnel, 180 law enforcement and non-law enforcement personnel received training in preliminary breath testing and 263 law enforcement and non-law enforcement personnel received training in evidentiary breath testing.
- There were two projects that did not expend and funds in FY2024: 402-24-10 and 402-24-35. There is additional detail on pages 35 and 66 with the project summaries but 402-24-10, Impaired PI&E did not incur any expenses due to adequate funding in the joint project 405d-24-06. 402-24-35 Speed P I & E did not incur any expenditures since there were no expenses for our existing speed display trailers and a separate media campaign was not placed in 2024.

RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

Fatality Data – National Center for Statistics and Analysis – (NCSA)
 Fatality Analysis Reporting Systems (FARS)
 Nebraska Department of Transportation (State Data)

Core Outcome Measures		2016	2017	2018	2019	2020	2021	2022	2023
C-1) Traffic Fatalities	Total	218	228	230	248	233	221	244	227
	Rural	166	159	171	174	155	158	157	167
	Urban	52	69	59	74	78	63	87	60
	Unknown	0	0	0	0	0	0	0	0
C-2) Serious Injuries (State Data)	Total	1,588	1,478	1,394	1,400	1,285	1,167	1,206	1,224
C-3) Fatalities Per 100 Million Vehicle Miles Driven	Total	1.05	1.12	1.10	1.17	1.20	1.03	1.15	1.05
	Rural	1.43		1.46	1.49	1.43	0.7338	0.7375	0.7753
	Urban	0.59		0.64	0.77	0.91	0.29	0.41	0.28
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	168	168	165	191	158	184	191	186
	Restrained	61	49	57	68	37	70	64	50
	Unrestrained	86	99	88	90	100	85	94	103
	Unknown	21	18	20	33	21	29	33	33
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)**		61	67	68	60	71	56	60	54
C-6) Speed-Related Fatalities		36	37	29	49	39	41	44	45
C-7) Motorcyclist Fatalities	Total	20	27	23	25	33	21	29	22
	Helmeted	9	20	9	21	28	14	15	15
C-8) Unhelmeted Motorcyclist Fatalities	Unhelmeted	3	0	2	1	5	1	3	4
	Unknown	8	7	12	3	0	6	11	3
Drivers Involved in Fatal Crashes	Total	302	316	353	351	332	313	370	327
	Aged Under 15	0	0	0	1	3	2	1	2
	Aged 15-20	26	35	40	32	35	27	45	31
C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes	Aged Under 21	26	35	40	33	38	29	46	33
	Aged 21 and Over	275	277	308	318	292	282	321	294
	Unknown Age	1	4	5	0	2	2	3	0
C-10) Pedestrian Fatalities		12	20	24	20	18	15	23	13
C-11) Bicyclist and Other Cyclist Fatalities		1	3	0	1	1	1	0	6
Core Outcome Measure		2016	2017	2018	2019	2020	2021	2022	2023
Vehicles									
Front Seat Outboard Occupants (Health Education Inc.)****		83%	86%	85.5%	79.7%	80.6%	81.2%	76.3%	77.3%
Activity Measure (FY)		2016	2017	2018	2019	2020	2021	2022	2023
A-1) Safety Belt Citations Grant Funded		1,837	2,035	1,102	1,084	616	647	522	659
A-2) Impaired Driving Arrests Grant Funded		1,183	1,278	1,150	1,141	778	799	592	875
A-3) Speeding Citations Grant Funded		22,788	16,634	9,346	9,266	6,148	6,707	5,855	8,272
* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025) ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ^^ Included in Not Used ****Nebraska Data State Survey									

GHSA/NHTSA Recommended/Optional Performance Report Chart
FFY 2024 Annual Report

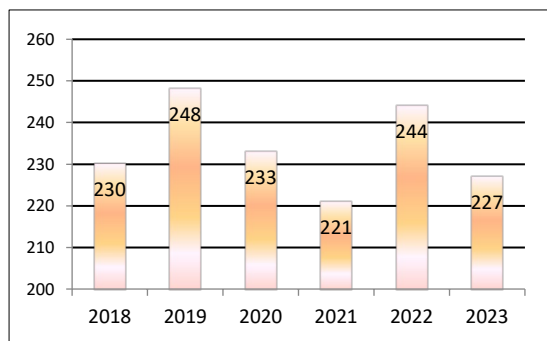
Performance Measure:	Target Period	Target Year(s)	Target Value FY 24 HSP	Data Source/ FY 24 Progress Results	On Track to Meet FY 24 Target: YES/NO/In Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 year	2020-2024	235	State Data/ In Progress: projected 246	No, currently 8% above 2023 result.
C-2) Serious Injuries in Traffic Crashes	5 year	2020-2024	1,168	State Data/ In Progress	No, data is not available yet, but crash numbers are above 2023 result.
C-3) Fatalities/VMT	5 year	2020-2024	1.12		
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2020-2024	83	State Data/ In Progress	No, data is not available yet, but unbelted fatalities continue to be an issue.
C-5) Alcohol-Impaired Driving Fatalities	5 year	2020-2024	66	State Data/ In Progress:	Yes, preliminary estimate shows a decrease.
C-6) Speeding-Related Fatalities	5 year	2020-2024	37	State Data/ In Progress	No, data is not available yet, but speeding continues to be an issue.
C-7) Motorcyclist Fatalities	5 year	2020-2024	26	State Data/ In Progress: projected 32	No, current estimate is 23% above target.
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2020-2024	3	State Data/ In Progress: projected 4	No, current estimate is over target.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2020-2024	35	State Data/ In Progress: projected 39	No, current estimate is already above target.
C-10) Pedestrian Fatalities	5 year	2020-2024	20	State Data/ In Progress: projected 19	Yes, current estimate is nearly at the target.
C-11) Bicyclist Fatalities	5 year	2020-2024	0	State Data/ In Progress: projected 4	No, current estimate exceeds target. Additional changes will be made in F2026 AGA.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2024	80.7%	2024 State Survey 80.2%	No, additional efforts and projects have been added to the current THSP and additional changes will be made to the FY26 AGA.
<p align="center">*2022 FARS data is the most current data available.</p> <p align="center">Additional narrative can be found in this Annual Report in each project area including detail of how the project will be modified if not on track to achieve FY24 target.</p>					

Note: The results of the targets reflect actual 2023 fatality crash data. Nebraska fatality crash data for 2024 and the verified results of the fatal, A & B crash data for 2021, 2022 & 2023 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS/HSIP)

Target: To decrease the increasing trend for traffic fatalities by maintaining a constant trend of 235 (5 year rolling average in 2018-2022) through December 31, 2024, and December 31, 2026.

Result: In 2023 the total traffic fatalities decreased by 2.6 percent from 233 (2020 result) to 227 and achieved the 2023 target to decrease the increasing trend below 254.

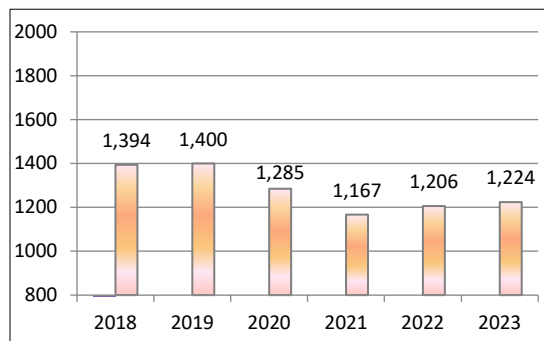


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

C-2) SERIOUS TRAFFIC INJURIES (HSIP/STATE CRASH DATA)

Target: To decrease serious traffic injuries by 18.3 percent from 1,286 (5 year rolling average in 2018-2022) to 1,168 by December 31, 2024, and by 26.7 percent to 1,047 by December 31, 2026.

Result: In 2023 the total of serious traffic injuries decreased by 14.3 percent from 1,429 (5 year rolling average in 2016-2020) to 1,224.

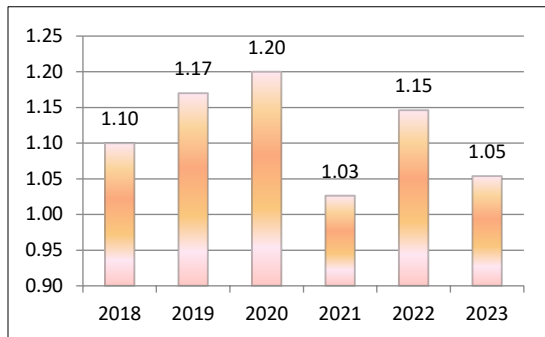


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

C-3) Fatalities Per 100 Million Vehicle Miles Traveled (VMT) (FARS/HSIP/STATE CRASH DATA)

Target: To reduce the fatalities/100 VMT by 0.01 percent from 1.13percent (5 year rolling average in 2018-2022) to 1.12 percent through December 31, 2024, and December 31, 2026.

Result: In 2023 the trend for fatalities/100 VMT decreased by 12.2 percent from 1.20 percent (2020 result) to 1.05 and achieved the 2023 target to decrease the increasing trend below 1.30.

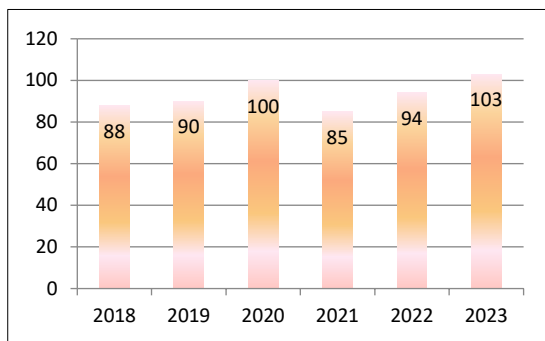


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) (FARS)

Target: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 11 percent from 88 (5 year rolling average in 2018-2022) to 83, by December 31, 2024, and by 13.5 percent to 81 by December 31, 2026.

Result: In 2023 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 11.2 percent from 92.6 (5 year rolling average in 2016-2020) to 103.

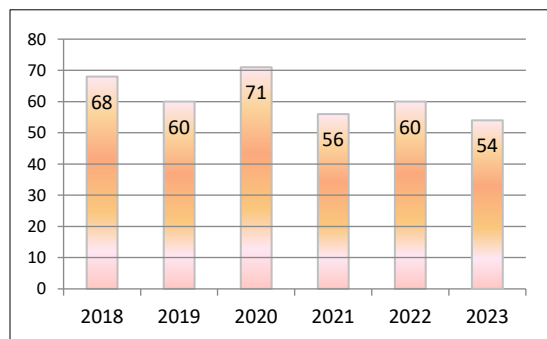


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

C-5) ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC=.08+) (FARS)

Target: To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 66 (5 year rolling average in 2018-2022) through December 31, 2024, and December 31, 2026.

Result: In 2023 alcohol-impaired driving fatalities decreased by 17.4 percent from 65 (5 year rolling average in 2016-2020) to 54 and achieved the 2023 target to decrease the trend below 65 .

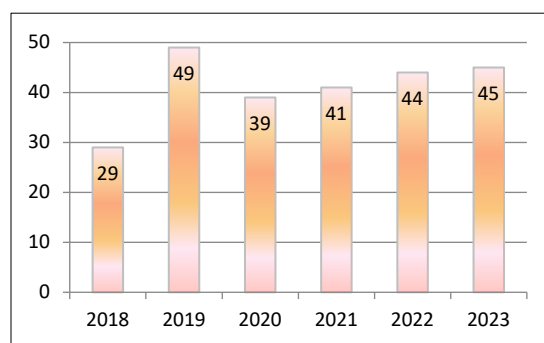


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

C-6) SPEED-RELATED FATALITIES (FARS)

Target: Reduce speeding-related fatalities by 3.0 percent from 38 (5 year rolling average in 2018-2022) to 37, by December 31, 2024, and 4.4 percent to 36 by December 31, 2026.

Result: In 2023 speeding-related fatalities increased by 18.4 percent from 38 (5 year rolling average in 2016-2020) to 45.

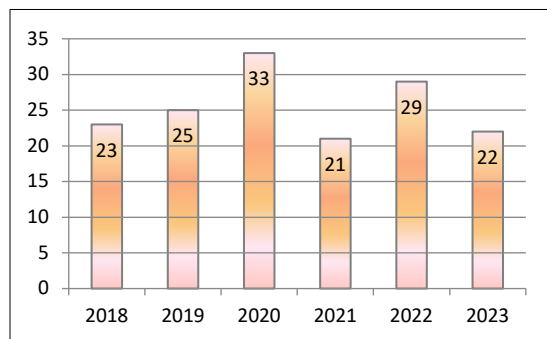


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO will also cooperate with the five neighboring states during a speed enforcement campaign to raise the awareness of the speeding issue by placing a media campaign and funding overtime enforcement. The loaner speed trailers will be promoted to be in use at all times.

C-7) Motorcyclist Fatalities (FARS)

Target: To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.

Result: In 2023 motorcyclist fatalities decreased by 14.1 percent from 26 (5 year rolling average in 2016-2020) to 22 and exceeded the target to decrease the increasing trend below 30.



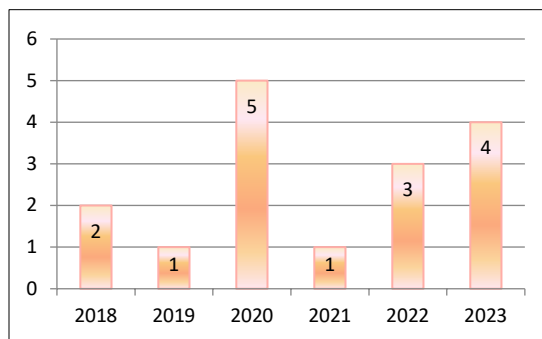
Adjustment: In FY2026, the HSO will refresh and increase the media campaign to promote motorcycle driver training, wear a helmet and to obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. The HSO is also working with a local coalition to reinstate the all-rider helmet law with no exceptions.

Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

C-8) Unhelmeted motorcyclist fatalities (FARS)

Target: To decrease the increasing trend for unhelmeted motorcyclist fatalities by maintaining a constant trend of 3 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.

Result: In 2023 unhelmeted motorcyclist fatalities increased by 81.8 percent from 2 (5 year rolling average in 2016-2020) to 4.

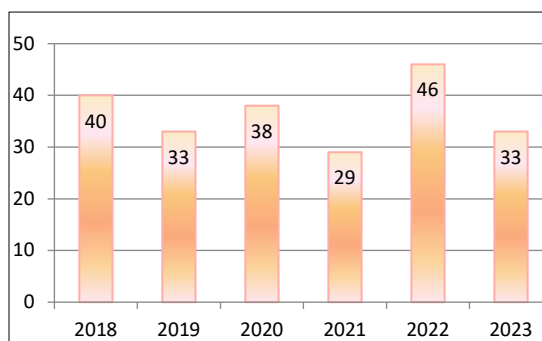


Adjustment: In FY2026, the HSO will refresh and increase the media campaign to promote motorcycle driver training, wear a helmet and to obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. The HSO is also working with a local coalition to reinstate the all-rider helmet law with no exceptions.

C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)

Target: To decrease the increasing trend for drivers aged 20 and younger involved in fatal crashes by maintaining a constant trend of 35 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.

Result: In 2023 the number of drivers aged 20 and younger involved in fatal crashes decreased by 4.1 percent from 34 (5 year rolling average in 2016-2020) to 33 and exceeded the target to decrease the increasing trend below 34.



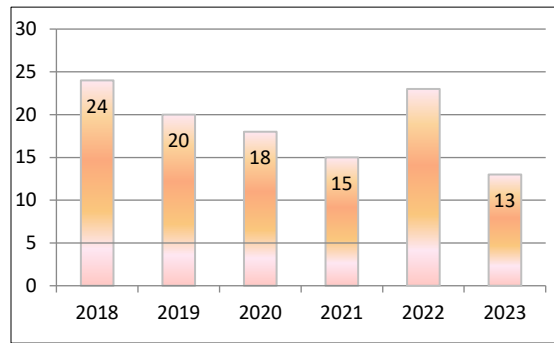
Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. Information has been provided to a senator who has proposed a primary hands-free bill and automated enforcement in work and school zones.

Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

C-10) Pedestrian Fatalities (FARS)

Target: To decrease the increasing trend of pedestrian fatalities by maintaining a constant trend of 20 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.

Result: In 2023 pedestrian fatalities decreased by 30.9 percent from 19 (5 year rolling average in 2016-2020) to 13 and exceeded the target to decrease the increasing trend below 24.

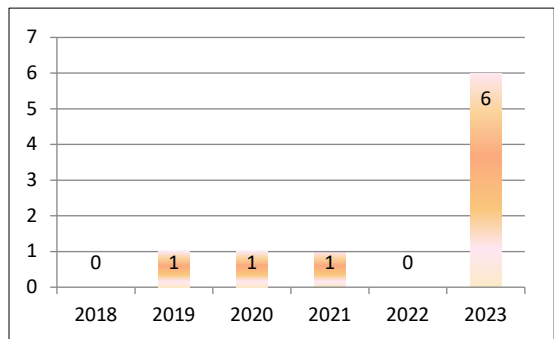


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

C-11) BICYCLIST Fatalities (FARS)

Target: To reduce bicyclist fatalities by 100 percent from 1 (5 year rolling average in 2018-2022) to 0, by December 31, 2024, and to 0 by December 31, 2026.

Result: In 2023 bicyclist fatalities increased by 400.0 percent from 1 (5 year rolling average in 2016-2020) to 6.

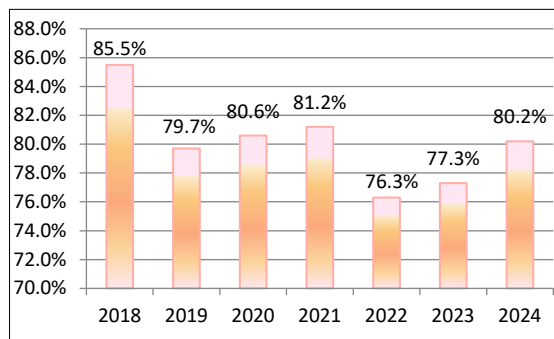


Adjustment: In FY2026, the HSO will use the detailed information from the Vulnerable Road User Assessment that was completed in 2023 to mitigate VRU crashes, identify high-risk areas and apply the proactive safety strategies for reducing VRU fatalities and serious injuries.

B-1) statewide observed seat belt use of front seat OUTBOARD occupants in passenger vehicles (state survey)

Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2.7 percentage points from the 2021 calendar year usage rate 81.2 percent to 83.9 percent by December 31, 2023.

Result: In 2024 statewide observed seat belt use of front seat outboard occupants in passenger vehicles remained steady from 80.7 percent (5 year rolling average in 2018-2022) to 80.2 percent but did not achieve the target of 83.9%.

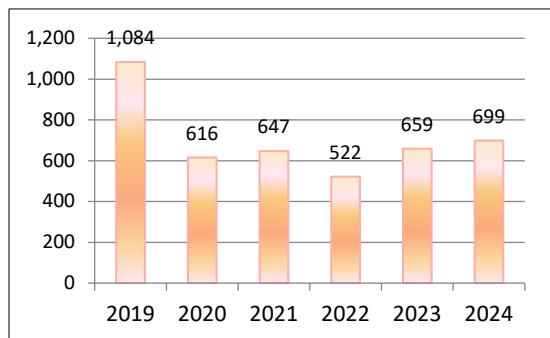


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are

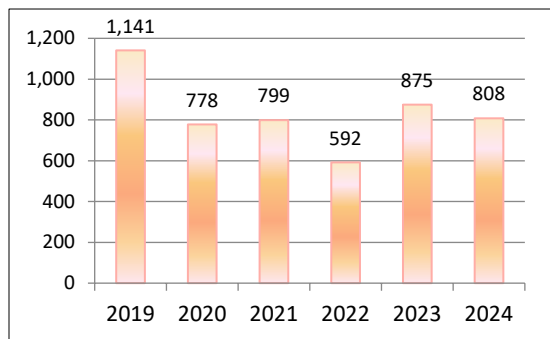
being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

RESULTS - ACTIVITY PERFORMANCE MEASURES

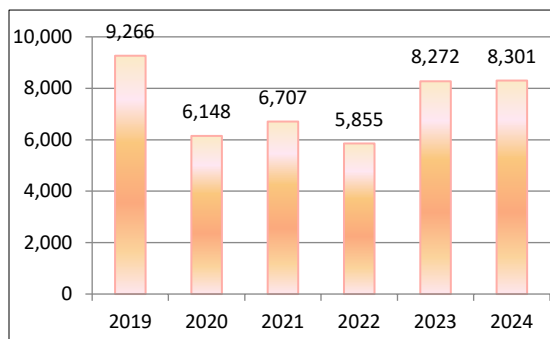
A-1) SEAT BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES (STATE GRANT FUNDED DATA by FISCAL YEAR)



A-2) ALCOHOL-IMPAIRED DRIVING ARRESTS MADE DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES (STATE GRANT FUNDED DATA by FISCAL YEAR)



A-3) SPEEDING CITATIONS MADE DURING GRANT-FUNDED ENFORCEMENT (STATE GRANT FUNDED DATA by FISCAL YEAR)



RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

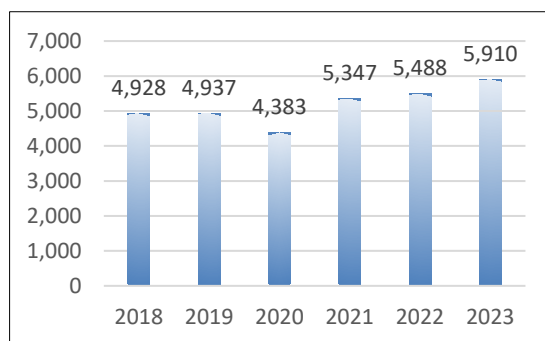
	2016	2017	2018	2019	2020	2021	2022	2023
Fatal, A and B Injury Crashes	5,297	5,011	4,928	4,937	4,383	5,347	5,488	5,910
Alcohol-Impaired Fatal, A and B Crashes	579	553	529	552	469	457	443	N/A
Occupant Restraint Use	83.3%	85.9%	85.5%	79.7%	80.6%	81.2%	76.3%	77.3%
Speed-Related Fatal, A and B Crashes	282	231	317	255	269	560	511	575
Youth-Involved Fatal, A and B Crashes	1,464	1,349	1,296	1,323	1,198	1,729	1,753	1,844
All Other Factors, Fatal, A and B Injury Crashes	4,436	4,227	4,082	4,130	3,645	4,330	4,534	5,157
Distracted Driver, Fatal, A and B Injury Crashes	982	894	874	725	947	546	589	659
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	49	39	44	49	66	55	65	63

Note: The result of the targets reflects actual 2020 crash data. Nebraska fatal, A & B traffic crash data for 2021, 2022 and 2023 is unavailable at this time.

TARGET: FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 4,896 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.

Result: In 2023 fatal, A and B injury crashes increased by 20.7 percent from 4,896 (2016-2020 rolling average) to 5,910.



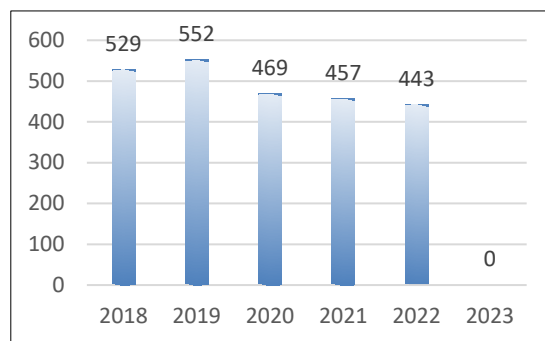
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

ALCOHOL-IMPAIRED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce alcohol-impaired fatal, A and B crashes by 5.4 percent from 520 (2016-2020 rolling average) to 492, by December 31, 2022.

Result: In 2022 alcohol-impaired fatal, A and B crashes decreased by 14.8 percent from 520 (2016-2020 rolling average) to 443.

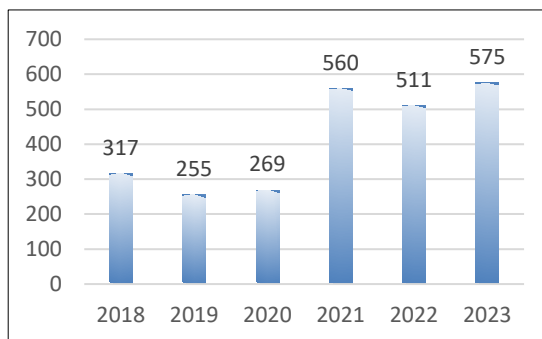


Alcohol-impaired fatal, A & B injury crash data for 2023 is not yet available.

SPEED-RELATED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce speed-related fatal, A and B crashes by 8.7 percent from 280 (2016-2020 rolling average) to 255, by December 31, 2024, and by 12.3 percent to 245, by December 31, 2026.

Result: In 2023 speed-related fatal, A and B crashes increased by 105.4 percent from 280 (2016-2020 rolling average) to 575. (improved crash record data since 2021 has affected this number)

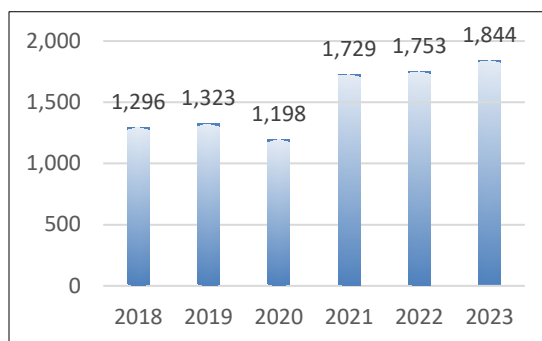


Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO will also cooperate with the five neighboring states during a speed enforcement campaign to raise the awareness of the speeding issue by placing a media campaign and funding overtime enforcement. The loaner speed trailers will be promoted to be in use at all times.

YOUTH-INVOLVED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce youth-involved fatal, A and B crashes by 1.5 percent from 1,313 (2016-2020 rolling average) to 1,293, by December 31, 2024, and to by 2.7 percent to 1,278 by December 31, 2026.

Result: In 2023 youth-involved fatal, A and B crashes increased by 40.4 percent from 1,313 (2016-2020 rolling average) to 1,844.



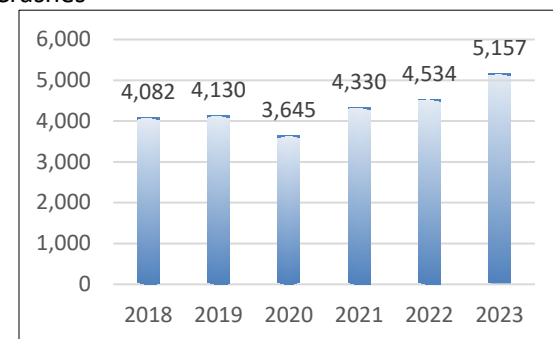
Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

ALL OTHER FACTORS* - FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Minus Alcohol and Speed-Related Fatal, A and B Crashes

Target: To decrease the increasing trend of all other fatal, A and B crashes by maintaining a constant trend of 4,093 (2016-2020 rolling average) through December 31, 2024, and through December 31, 2026.

Result: In 2023 fatal, A and B crashes caused by all other factors increased by 26.0 percent from 4,093 (2016-2020 rolling average) to 5,157.



Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2023-2024.

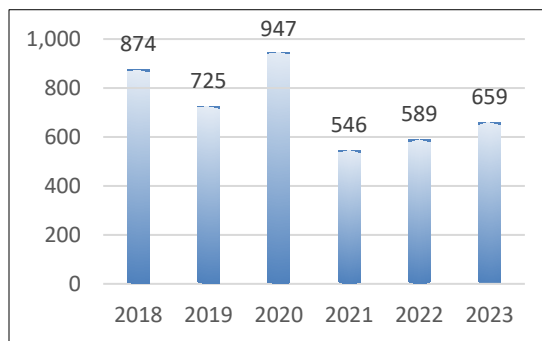
Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO is also providing information to a local coalition that will introduce a primary seat belt law for Nebraska.

DISTRACTED DRIVER* FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow too Closely

Target: To decrease the increasing trend of distracted driver fatal, A and B crashes by maintaining a constant trend of 863 (5 year rolling average in 2016-2020) through December 31, 2024, and through December 31, 2026.

Result: In 2023 distracted driver fatal, A and B crashes decreased by 23.6 percent from 863 (5 year rolling average in 2016-2020) to 659.

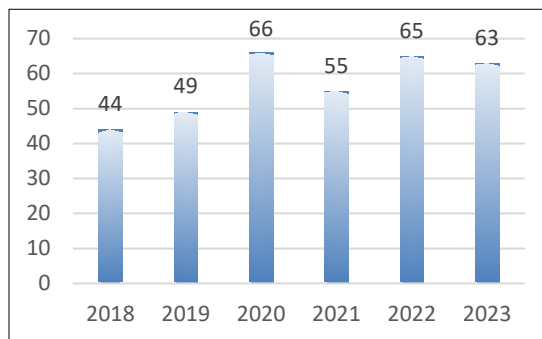


NIGHTTIME (6 P.M. – 6 A.M.) UNRESTRAINED FATALITIES IN FATAL CRASHES* (STATE CRASH DATA)

*Includes Not Used and Unknown

Target: Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 21.9 percent from 49 (5 year rolling average in 2016-2020) to 39, by December 31, 2024, and by 31 percent to 34 by December 31, 2026.

Result: In 2023 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 28.6 percent from 49 (5 year rolling average in 2016-2020) to 63.



Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded to local safety groups to present more seat belt education to affected groups. The HSO has added requirements to seat belt enforcements that require a higher percentage of overtime be dedicated to 3pm to 12 midnight and weekends as suggested in the recent regional NHTSA evaluation.

HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

PAID MEDIA

In FY2023, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.



- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18- to 44-year-old males: 1) television; 2) radio; 3) movie screens; 4) truck side billboards/banners; 5) high school, collegiate and professional sports marketing; 6) social media/digital campaigns; 7) outdoor billboards; 8) print (newspapers/magazines); and 9) podcast downloads.
- The HSO used these various paid media campaigns for:



- **Occupant**

Restraints: *Click It or Ticket Day and Night (CIOT), And Then it Clicked, CPS The Right Seat, Buckle Up. Every Trip, Every Time.*

- **Impaired Driving:** *Driving Impaired is Deceptively Dangerous, Drive Sober or Get Pulled Over.*

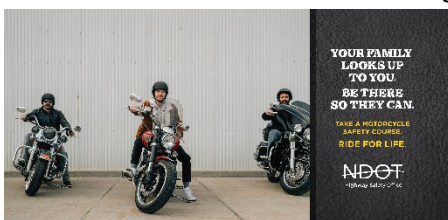
- **Distracted Driving:** *U Drive. U Text. U Pay., Put Bad Passengers on Do Not Disturb, Drive & Walk with Care (pedestrian focus); You Snooze You Lose (drowsy driving focus).*

- **Motorcycle Safety:** *Ride for Life.*

- **Rail Safety Education:** *See Tracks? Think Train.*

- The HSO maintains the number of paid media marketing and messaging during the national *Click It or Ticket*

Mobilizations (2), U Text. U Drive. U Pay. (1), and Impaired Driving Crackdowns (2). In FY2024, there was a focus on distracted driving,



motorcycle safety, impaired driving and seat belt use in priority counties, during traditional holiday travel dates, 100 Days of Summer, and during sporting activities (i.e., High School Sports, College Sports) and talk radio. The largest portion of annual paid media expenditures are targeted to decrease impaired driving and to increase seat belt use in target counties as defined by HSO. HSO also uses media in targeted rural counties to address: *Drive Sober or Get Pulled Over, Teens and Occupant Protection/Child Passenger Safety.*



PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2024, the HSO continued to support the traffic safety programs with printed public information and education materials that are available for free to the general public, grantees and partners in traffic safety. These brochures, posters, manuals, wallet cards, graduated driver licensing law infographic handouts, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving, and weather-related driving issues. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.

The HSO offers to create and print materials for other traffic safety program partners/stakeholders to support the traffic safety initiatives they are addressing across the state and in partnership with the HSO public information and education efforts.

The HSO continues to update and offer free to the general public an audio-visual lending library of all the previously mentioned safety issues.

Nebraska Child Passenger Safety Law

- **Rear-facing:** Children ride rear-facing up to age 2 or until they reach the upper weight or height limit allowed by the car seat's manufacturer.
- **Federally approved:** All children up to 8 eight must ride correctly secured in a federally approved child safety seat/belt positioning booster.
- **Back Seat:** Children up to age 8 must ride in the back seat, as long as there is a back seat equipped with a seat belt and not occupied by other children under 8 years of age.
- **Secured:** Children ages 8 to 18 must ride secured in a seat belt or child safety seat (belt positioning booster).



The above safety laws are based on Nebraska Statute # 60-6,267

- Violation carries a \$25 fine plus associated court costs
- And 1 point may be assessed against the operator's driving record.



EARNED MEDIA

In FY2024, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation, various local law enforcement agencies and non-profit highway safety partners to assist with high visibility kick offs, press conferences and news/events for the national and state enforcement mobilizations.

The HSO issued state and local news releases regarding the grant awards of special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, grantees are required to issue a news release reporting the results of that specific enforcement operation for the public knowledge at the local level where activity occurs.

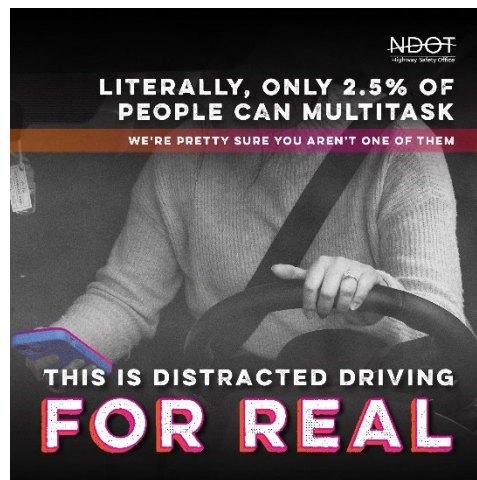
The HSO encouraged grantees and other traffic safety partners to include traffic safety-related data and traffic safety issues in their agency/organization; social media, news notes and/or newsletters and press releases. This effort allows the ability to generate local media (social, print and electronic) interest in developing a news story. A link is provided to our media to share: <https://drivesmartne.org/toolkits/>

By reputation, the HSO continues to be the recognized state source for traffic safety information by all news media (print and electronic). The HSO is recognized as the best source for traffic safety-related data and information. The HSO continues to collect, present, and deliver traffic safety-related information to maintain its position as the “go to” source for traffic safety news.

SOCIAL MEDIA

The HSO has continued to expand the marketing/messaging of traffic safety-related information via the social platforms (Facebook, Twitter, and Instagram) and with web sites. The HSO used a social marketing team for targeted months (i.e., Distracted Driving Awareness in April, Motorcycle Safety in May, Child Passenger Safety Month in September, Drowsy Driving Awareness Month in November) to carry out professional content, graphics to share with coalition members and some media placement.

This strategy, social media platforms with partners, has allowed us to generate a greater audience and reach targeting specifically to teens, young adults, local communities, employers, local health departments, non-profits, and the public in the priority counties. Focus areas continue to be seat belts, distracted driving, impaired driving, and pedestrian safety. The HSO continues to expand the use of social media through a variety of platforms (i.e., Facebook, Twitter, YouTube, and Instagram). The HSO has produced web banner ads and toolkit materials to share with the Drive Smart Nebraska Coalition and other highway safety partners, employers, schools, law enforcement, hospitals, and local health districts for use on their own websites and marketing.



MEDIA MARKET AND ADVERTISING RESULTS (Chart only)

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	96,477,087
Social Media	Twitter, Facebook, Instagram	129,111,016
Outdoor	Billboards	111,704,358
Outdoor	Wrapped Trucks/Gas Pumps	14,518,752
Radio & Streaming	:15, :30 and Streaming	118,809,133
Signage	Messaging	104,353,458
Web Banner/Digital	Mobile, Web	128,288,507
Live Reads/Podcast	Mentions/Downloads	96,677,938
Materials Printed	Infographics, brochures	3,585
HVE/Equipment Press Releases	Pre and Post Media (print & socail)	5,570,000
Total Impression Estimate		805,513,834

Measure of Attitudes, Awareness, and Behavior

Results of the Nebraska Annual Social Indicators Survey (NASIS) completed in 2022, Nebraskans attitudes and awareness of traffic safety:

- 83% of Nebraskans always wear a seat belt and another 12% nearly always wear a seat belt.
- 27% think they are likely to get a ticket if they do not wear a seat belt.
- 51% think law enforcement should be able to stop and ticket a driver solely for not wearing a seat belt.
- Only 30% have heard or seen seat belt enforcement messages in the past 60 days.
- 62% have seen messages about speed enforcement.
- 52% believe they are likely to be stopped and ticketed for driving over the speed limit.
- 48% of respondents support a primary distracted driving law while 81% support a primary texting law.
- 81% of Nebraskans support the mandatory motorcycle helmet law even though legislators passed the amendment to allow major exceptions resulting in a major decrease in helmet use.
- 72% agree that driving under the influence of marijuana increases the risk of having a crash and 90% agree that other drugs increase that risk.

Results from the 2023-2024 Nebraska Teens in the Driver Seat High School Survey:
(comparing 2023 results to 2024 results)

- 29% decrease to 27% of students that have driven a vehicle without a seat belt in the past month.
- 51% decrease to 49% of students that have ridden in a vehicle without a seat belt in the past month.
- 77% decrease to 76% of students reported they have talked on a cell phone while driving.
- 66% decrease to 64% of students reported they have text messaged while driving.
- 7% of students had driven impaired but 17% had ridden with an impaired driver.
- 50% of students reported they had driven while tired or extremely sleepy.
- 59% increased to 70% of teens say they have driven with two or more teens and no one over the age of 21 in the vehicle.

The general attitude about traffic safety in Nebraska from engagement at events and shows is that safety is important, and most people agree with safe driving habits, but many are not yet motivated to not use the phones or wear a seat belt all of the time. All agree that impaired driving is very dangerous, but many have made the poor decision to drive impaired at some point.

Evidence-Based Traffic Safety Enforcement Program

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities, and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas and listed on the "Nebraska Priority Counties" are extracted from the Nebraska fatal, A and B injury crash data from CY2023 outlined on page 4. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska's TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations, and the *Drive Sober or Get Pulled Over* crackdowns. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis.



Nebraska's comprehensive enforcement program is developed and implemented as follows:

- The approach utilized by the HSO is through the STEP Grants and projects developed for selective overtime enforcement efforts in the areas of impaired driving, speed, occupant protection, underage drinking enforcement and general traffic enforcement. Funding assistance is awarded to law enforcement agencies in the priority counties. Additional projects are developed to fund the statewide mobilizations and crackdowns. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts.
- The problem identification utilized by the HSO is outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdown of time of day and day of week are utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force (IDTF) was initially convened in April 2017 to discuss impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy, and non-profit groups whose missions include addressing impaired driving.

Under the direction and contribution of the IDTF, the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. The mission of the IDSP is to

reduce and prevent impaired driving fatalities and serious injury crashes. The Plan can be found on the website at: <https://dot.nebraska.gov/media/223no5pf/ne-impaired-driving-plan.pdf>.

- The enforcement program is implemented by first awarding the STEP Grants with requirements for HVE's and then awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and benefits are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and statewide media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training. The Highway Safety Communication Plan includes the paid, earned, and social media information located on page 16.
- The HSO monitors and assesses each of the awarded selective overtime STEP and mini grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Law Enforcement Agencies Participating in Nebraska Enforcement Efforts

Agency	Nov/Dec 2023 CIOT	Dec/Jan 2023/2024 DSGPO	May 2024 CIOT	Aug/Sept 2024 DSGPO	April 2024 UDUTUP
Alliance Police Department					x
Ashland Police Department		x			
Aurora Police Department		x	x	x	x
Beatrice Police Department		x			x
Bellevue Police Department			x	x	x
Blair Police Department	x			x	x
Broken Bow Police Department		x		x	
Central City Police Department		x		x	
Chadron Police Department	x				
Columbus Police Department	x	x	x	x	x
Crete Police Department	x	x	x	x	x
David City Police Department	x	x		x	
Falls City Police Department		x	x	x	
Gering Police Department				x	
Grand Island Police Department	x	x	x		x
Hastings Police Department					x
Henderson Police Department	x				
Holdrege Police Department	x	x	x	x	x
Imperial Police Department		x	x	x	
Kearney Police Department	x	x			x
La Vista Police Department	x	x	x		x
Lexington Police Department		x			x
Lincoln Police Department	x	x	x	x	x
McCook Police Department			x	x	
Nebraska City Police Department		x	x	x	x
North Platte Police Department	x	x	x	x	x
Ogallala Police Department				x	
Omaha Police Department	x	x	x	x	
O'Neill Police Department	x	x			
Papillion Police Department	x	x	x	x	x
Plattsmouth Police Department	x	x	x	x	x
Ralston Police Department		x	x	x	x
Schuyler Police Department	x			x	x
Scottsbluff Police Department	x	x	x	x	x
Seward Police Department					x
South Sioux City Police Department			x	x	x
St. Paul Police Department					x
Valentine Police Department					x
York Police Department		x		x	x
Total Agencies Participating	18	25	19	25	26

Agency	Nov/Dec 2023 CIOT	Dec/Jan 2023/2024 DSGPO	May 2024 CIOT	Aug/Sept 2024 DSGPO	April 2024 UDUTUP
Adams County Sheriff's Office	x		x	x	x
Banner County Sheriff's Office					x
Boyd County Sheriff's Office	x			x	x
Brown County Sheriff's Office	x				
Buffalo County Sheriff's Office			x	x	x
Cass County Sheriff's Office		x	x		x
Colfax County Sheriff's Office	x	x	x	x	x
Custer County Sheriff's Office	x		x		
Dakota County Sheriff's Office	x	x	x	x	x
Dawson County Sheriff's Office					x
Dixon County Sheriff's Office				x	
Dodge County Sheriff's Office	x	x	x	x	x
Douglas County Sheriff's Office	x	x	x	x	x
Dundy County Sheriff's Office				x	
Franklin County Sheriff's Office			x	x	
Furnas County Sheriff's Office		x	x		
Hall County Sheriff's Office	x	x		x	x
Hamilton County Sheriff's Office	x	x	x	x	x
Harlan County Sheriff's Office	x				
Howard County Sheriff's Office	x	x			
Johnson County Sheriff's Office			x		
Lancaster County Sheriff's Office	x	x	x	x	x
Lincoln County Sheriff's Office	x	x	x		
Loup County Sheriff's Office		x			x
Madison County Sheriff's Office			x		
Nance County Sheriff's Office		x			
Nemaha County Sheriff's Office	x	x	x	x	x
Otoe County Sheriff's Office	x	x	x	x	x
Phelps County Sheriff's Office	x		x	x	
Platte County Sheriff's Office	x	x	x	x	x
Richardson County Sheriff's Office	x	x	x	x	x
Saline County Sheriff's Office	x	x	x		x
Sarpy County Sheriff's Office		x			
Saunders County Sheriff's Office	x	x	x	x	x
Scotts Bluff County Sheriff's Office			x	x	x
Thurston County Sheriff's Office				x	
Valley County Sheriff's Office		x	x	x	
Washington County Sheriff's Office	x	x	x	x	x
Webster County Sheriff's Office	x	x	x	x	x
York County Sheriff's Office	x		x		
Total Agencies Participating	24	23	27	24	23

Law Enforcement Overtime Enforcement Results

November 2023 “Click It or Ticket” Mobilization – The November 22-26, 2023, mobilization resulted in a total of 2,120 hours of selective overtime enforcement, 87 seat belt citations, 689 speeding citations, 40 impaired driving arrests, 1,589 total citations and 3,710 total contacts. One checkpoint was conducted during the enforcement.

December 2023/January 2024 “Drive Sober or Get Pulled Over.” Crackdown – The December 2023 – January 2024 crackdown resulted in a total of 3,850 hours of selective overtime enforcement, 60 seat belt citations, 1,069 speeding citations, 244 impaired driving arrests, 3,027 total citations, and 7,145 total contacts.

May 2024 “Click It or Ticket” Mobilization – The May 20–June 2, 2024, mobilization resulted in a total of 4,168 hours of selective seat belt overtime enforcement, 312 seat belt citations, 98 impaired driving arrests, 1,692 speeding citations, 3,921 total citations and 7,677 total contacts. No checkpoints were conducted during this mobilization.

August/September 2024 “Drive Sober Or Get Pulled Over.” Crackdown – The August 14–September 2, 2024, crackdown resulted in a total of 4,138 hours of selective alcohol overtime enforcement, 68 seat belt citations, 229 impaired driving arrests, 1,459 speeding citations, 3,778 total citations and 8,500 total contacts.

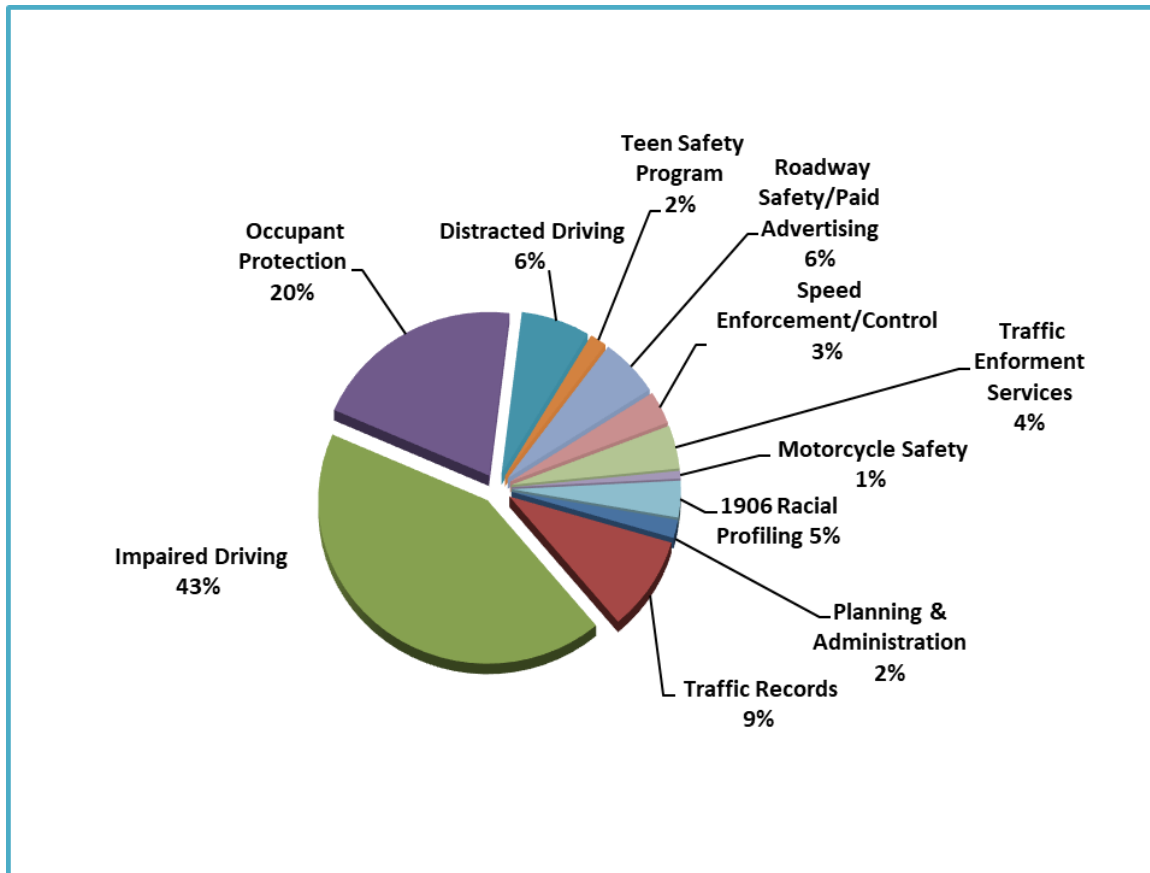
	CIOT Nov 2023	DSGPO Dec/Jan 2023/2024	CIOT May 2024	DSGPO Sept 2024	Others	Combined Totals FY2024
Agencies	43	49	47	52	107	298
Mini Grants	34	41	40	45	96	256
Checkpoints	1	0	0	0	1	2
Hours	2,120	3,850	4,168	4,138	6,975	21,251
Speeding	689	1,069	1,692	1,459	3,392	8,301
Seat Belt	87	60	312	68	172	699
DWI	40	244	98	229	197	808
Total Citations	1,589	3,027	3,921	3,778	6,443	18,758
Total Contacts	3,710	7,145	7,677	8,500	13,037	40,069



FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2024 COUNTERMEASURE PROGRAMS

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$3,836,131.92
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$553,581.44
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$526,651.65
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$2,002,711.59
SECTION 4050E / DISTRACTED DRIVING PROGRAM	\$298,428.67
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$58,112.59
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$273,064.84
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$7,548,682.70



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Section 402 State and Community Highway Safety Projects by Program Area

PLANNING AND ADMINISTRATION PROGRAM AREA

Project Name:	Planning and Administration		
Project Number:	402-24-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$920,000.00		
Funding Source:	402/PA	Funding Amount:	\$460,000.00
Match Amount:	\$460,000.00	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	Federal \$120,112.34

This project funded the HSO staffing and facilities required for the administrative and planning functions required to meet program targets and objectives. These costs include, but are not limited to office supplies, membership, travel, training, personnel services for the administrator, accountant\staff assistant and public participation and engagement activity and expenses. The State does contribute 50% hard matching dollars for program administration from the Nebraska Department of Transportation Cash Fund. This project is responsible for collaborating and coordinating with partners in transportation, public, and other safety interested organizations and individuals. The performance measures for this project include: quality and timeliness of annual programs, plans and evaluation reports, to actively participate in statewide, multidisciplinary transportation safety, public safety and injury control programs.

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2025 (FY2024) HSP was completed and submitted to the National Highway Traffic Safety Association (NHTSA) Region 7 Office on August 1, 2024. The annual observation Nebraska safety belt use survey was completed in August 2024.

The Director of the Department of Motor Vehicles (DMV) has authorized the use of State funds of the DMV Vehicle Services Division and the Driver Licensing Division for soft matching the federal highway safety funding. The HSO maintains documentation on file from the DMV to meet the requirements of NHTSA Order 452-6C.

COMMUNITY TRAFFIC SAFETY PROGRAMS

Project Name:	Highway Safety Conference		
Project Number:	402-24-06		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$75,000.00		
Funding Source:		Funding Amount:	\$75,000.00
Match Amount:	\$0.00	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	Federal \$14,956.45

This project funded assistance to plan and conduct the Nebraska Safety Conference. The HSO brought relevant local and national training to Nebraska that to enable a greater number of individuals to participate and gain from the traffic safety training sessions. The conference was held in Kearney on February 27 – 28, 2024 with 15 sessions and inspiring opening and closing sessions. There were over 150 attendees from law enforcement, local health departments, first responders and safety advocates.

ALCOHOL PROGRAM AREA

Project Name:	Impaired Driving Program Coordination		
Project Number:	402-24-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$96,000.00		
Funding Source:	402/AL	Funding Amount:	\$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$95,197.03

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit alcohol program area grants and activities. The coordination and assistance provide an essential element in a successful alcohol/impaired driving awareness program. The HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding alcohol and impaired driving among Nebraska's motoring public. As examples, the HSO staff attended the following conferences/meetings: Nebraska Law Enforcement luncheon; Impaired Driving Task Force, Project Extra Mile and Project Night Life meetings and HSO Drug Recognition Expert Training/Updates. The processing time of mini-grant contracts for alcohol projects, training, enforcement, equipment, and travel associated with the issue of impaired driving are funded through this project. It also includes project grant site visits and monitoring.

Project Name:	Impaired Driving Public Education & Information		
Project Number:	402-24-10/405d-24-06		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,838,788.52		
Funding Source:	402/AL 405d/M5IS	Funding Amount:	\$25,000.00 \$1,813,788.52
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$941,851.03

This project provided funds to the HSO for the development/creation/production/implementation of alcohol/impaired driving educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), and educational information for distribution. Educate and motivate law enforcement to increase messaging around alcohol/impaired driving campaigns.

- 402 funding was not expended on this joint funded project to achieve the strategies due to adequate 405d funding availability.

- Law Enforcement Luncheon, Younes Conference Center, Annual Luncheon with approximately 120 law Enforcement officials (Sheriffs and Police Chiefs).
- Learfield/IMG Husker Sports Contract: Instant replay signage 15 reply tags during 7 home games, 2 ribbon boards at home games, L-Wrap at 7 home games, rotating LED ribbon boards in the stadium, approximately 350 Sports Nightly radio ads , traffic report sponsorship spots at home games, Sports Nightly, 200 :30 sec. messages; Big Red Reaction 1 live mention for each game; Locker Room 1 live mention per game; Husker Vision (5 screens) message carried at 7 home games and one activation space at a home Husker football game.
- Pinnacle Bank Arena signage, concourse signage, digital signage, 3rd floor lobby level sponsor, parking garage sponsor, branded signage on exit arms at the tollbooth of the parking garage and an external banner on the garage.
- Red Thread was contracted to create an impaired driving campaign with print, radio, video, billboard and social media graphics as well as other media changes.
- Hail Varsity sports marketing sponsorship included a full-page ad in 16 issues of Hail Varsity, 1 live read (30-45 seconds) during the Hail Varsity Radio Show.
- Sponsorships of the Omaha StormChaser and Lincoln Saltdogs Baseball, Omaha Beef and Omaha Lancers.
- Impaired driving advertising placed with AllOver Media, OOH Squad, Nebraska Public Media, multiple radio stations, Lamar Outdoor and other outlets.



Project Name:	Impaired Driving Selective Overtime Enforcement		
Project Number:	402-24-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$347,000.00		
Funding Source:	402 AL	Funding Amount:	\$347,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	99%
Is this project a part of the TSEP?	Yes	Amount Expended:	\$328,252.84

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National “Drive Sober Or Get Pulled Over” Crackdown in December 2023–January 2024 and alcohol overtime enforcement.

December 2023/January 2024 “Drive Sober or Get Pulled Over” Crackdown and other individual enforcements resulted in a total of 2,797 overtime hours worked resulting in 2,294 citations. Of these

citations, 51 citations were issued for seatbelt violations, 670 citations were issued for speeding, and 201 drivers were arrested for driving while intoxicated. And during the April 2024 and August 2024 mobilization there was a total of 2,239 overtime hours worked resulting in 1,156 total citations. Of these citations, 23 citations were issued for seat belt violations, 322 citations were issued for speeding, and 86 drivers were arrested for driving while intoxicated.

This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, wet bath simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 800 Alco Sensor III, 48,200 Alco Sensor FST's and 10,525 evidentiary mouthpieces for a total of 59,525 mouthpieces to Nebraska law enforcement agencies, adult and juvenile correctional facilities, detox facilities, county attorneys, schools, and state probation agencies. Provided 90 dry gas cylinder bottles and 9 regulators to 81 law enforcement agencies for PBT calibrations.

Project Name:	Court Monitoring Evaluation and Education Project		
Project Number:	402-24-17		
Sub-Recipient:	Mother Against Drunk Driving		
Total Project Amount:	\$200,000.00		
Funding Source:	402/AL	Funding Amount:	\$200,000.00
Match Amount:	\$0.0	Indirect Cost:	10%
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$170,530.32

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to ten priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project engaged four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. MADD conducted one-on-one and online Court Monitoring trainings throughout the year, trained and utilized MADD volunteers in MADD Court Monitoring, Power of Parents and/or volunteer positions. They collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. MADD hosted its annual MADD Hero Awards, honoring 29 winners from area law enforcement, individuals, volunteers, and community partners with approximately 200 in attendance. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and engaged 33 new volunteers to build capacity. MADD recorded over 440 volunteer hours in FY2024, and the Program Manager and Program Specialists spoke with over 400 individuals through presentations, radio/television interviews, and the APPA conference. Nebraska MADD continued a partnership with Colorado MADD to allow victims to participate in an online support group meeting bi-weekly with a victim volunteer who facilitated the safe space for victims to interact with others who share their experiences. Nebraska MADD also provided support for local public information and education programs.

Project Name:	Enforcing Underage Drinking Laws		
Project Number:	402-24-22		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/AL	Funding Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	80%
Is this project a part of the TSEP? Yes		Amount Expended:	\$8,320.35

This project provided funding assistance through the “Mini-Grant Award/Contract” process to state and local law enforcement agencies within the 23 priority counties and with justification for those non-priority counties, to conduct selective overtime enforcement of underage drinking laws.

There were 120 total overtime hours worked for the 8 mini grant activities enforcing underage drinking laws in Nebraska. 178 businesses in various counties were checked for compliance and not selling alcohol to minors. Of the 178 checks, 12 businesses were cited for not complying and/or selling alcohol to minors for a non-compliance rate of 6.7%.

Project Name:	Traffic Training		
Project Number:	402-24-25		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$165,000.00		
Funding Source:	402/AL	Funding Amount:	\$165,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	28%
Is this project a part of the TSEP? No		Amount Expended:	\$46,342.07

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Eighteen (18) mini-grant grant contracts were awarded to agencies and organizations within the twenty-four that have been designated as “priority” counties.

Project Name:	Statewide Underage Drinking Prevention Project		
Project Number:	402-24-18		
Sub-Recipient:	Project Extra Mile (PEM)		
Total Project Amount:	\$180,000.00		
Funding Source:	402/AL	Funding Amount:	\$171,427.43
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$171,427.43

This project supports community-based programs that employ environmental strategies to reduce and prevent excessive alcohol consumption, including consumption by youth, through environmental prevention strategies, ultimately addressing community policies, practices, and norms. PEM will use community-level initiatives along with statewide strategies to reach its goal.

- The coalition held eleven hybrid meetings during FY 2024. Total attendance was 215 members (a 16% increase compared to FY 2023) and 46 new members (a 16% decrease). PEM also established and/or strengthened relationships with 95 organizations and 72 individuals (including 17 youth).
- 12 monthly Research Summaries and e-Newsletters were distributed to the coalition and made available on PEM's website. The newsletter was sent to an average of 914 individuals across the state with the average open rate of 34.9%, a 13% increase from FY 2023. Eight fact sheets were reviewed and updated and PEM also achieved 3 media releases and 13 earned media pieces.
- Social media activity in FY 2024 included 181 Facebook posts and Tweets. Facebook post activity included 220 engagements, or an average of 2.6 engagements per post, which is a 46% decrease from FY 2023. Twitter activity included 123 likes and 33 retweets for a total of 159 engagements, or an average of 1.6 per Tweet, a 19% increase from FY 2023.
- PEM held two trainings, attended by 39 individuals on the liquor licensing process. Both trainings were held in Douglas County.
- 35 individuals attended two trainings (10% decrease from FY 2023) on the alcohol landscape in Nebraska, the associated harms, and how these can be addressed through the liquor licensing process
- The Law Enforcement Work Group met during October 2023 with four participants from four agencies to discuss training needs, alcohol delivery and sales to intoxicated operations, and plan future driving impairment and compliance check operations. PEM is also working with the Nebraska Liquor Control Commission, Nebraska State Patrol, Attorney General's Office, the National Liquor Law Enforcement Association, and other involved agencies on how to effectively expand enforcement operations that seek to prevent impaired driving in Nebraska. PEM met with the Ralston Police Department as well as Douglas and Dodge County Sheriff's Offices to discuss sales to intoxicated persons operations and other means to address underage drinking and impaired driving.
- PEM's Youth Leadership Day took place on March 18th, 2024, with six youth in attendance. Youth had an opportunity to observe legislative debate as well as meet with four senators to discuss their engagement in the group, the alcohol-related harms they see in their communities, and the research supporting strategies like increasing the price of alcohol to decrease alcohol-related harms.
- Five days of alcohol compliance check operations took place throughout Cass, Douglas, Sarpy, and Washington counties during FY 2024. Of the 370 businesses checked, 41, (11%) were cited for selling alcohol to the minors, above the target rate of 10% and matching FY 2023.
- Alcohol compliance check operations took place in Buffalo County, resulting in 5 (14%) of 37 businesses being cited for selling alcohol to the minor.
- A Law Enforcement Training was held in Omaha, NE on March 20th for 14 officers representing nine agencies, a 55.6% increase in officers from FY 2023. The training focused on controlled underage party dispersal that featured a classroom portion and an experiential section that 14 middle and high school students volunteered to assist with.

Project Name:	Felony Motor Vehicle Prosecution Unit
Project Number:	402-24-08
Sub-Recipient:	Douglas County Attorney's Office
Total Project Amount:	\$175,000.00

Funding Source:	402/AL	Funding Source Amount:	\$175,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$175,000.00

- The Felony Motor Vehicle Prosecution Unit (FMVPU) activities not only expedited DUI and motor vehicle cases to specialized prosecutors, but a policy update in the handling of DUI cases was also implemented. Previous to the creation of the FMVPU, it was common practice for a DUI 3rd Aggravated (felony) to be pled down to a misdemeanor. After the implementation of these specialized motor vehicle unit activities, the number of such reductions have been greatly reduced with limited use only in warranted circumstances.
- The overall conviction rate for all motor vehicle offenses is 98% for the fiscal year 2024.
- The breakdown of all convictions (felony vs misd) for the fiscal year 2024 is 80% felony and 20% misdemeanor.
- The overall DUI conviction rate increased to 100% for the fiscal year 2024.
- The breakdown of DUI convictions (felony vs misd) for the fiscal year 2024 is 75% felony and 25% misdemeanor.
- Douglas County fatal, A and B injury crashes in 2023 were 1,898 a 44% increase from 2020.

Project Name:	Prosecutorial Response to DUI Crimes		
Project Number:	402-24-39		
Sub-Recipient:	Nebraska Department of Justice, Nebraska Attorney General's Office		
Total Project Amount:	\$139,500.00		
Funding Source:	402/AL	Funding Source Amount:	\$139,500.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$115,828.29

This project provided funding to continue to staff the statewide "Traffic Safety Resource Prosecutor" (TSRP) position within the State Attorney General's Office to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in handling traffic-related cases, a majority of those being impaired driving-related. The TSRP provides critical support and training to local prosecutors, judges, and law enforcement officials. The TSRP served as the lead prosecutor in four DUI cases, five DUI motor vehicle homicide case, and assisted in prosecuting in two DUI cases.

- Lead Prosecutor in six DUI cases.
- Lead Prosecutor in one conflict of interest pedestrian serious injury auto collision case.
- Lead Prosecutor in ten motor vehicle homicide cases.
- Lead Prosecutor in two other fatality cases.
- Presented to 373 officers and prosecutors in various seminars.
- Provided training and assistance to 147 officers and prosecutors in various trainings and consultations.
- Responded to inquiries and provided information to various safety organizations in Nebraska.

The TSRP took a lead role in prosecuting several complex cases, including those involving DUI, as well as repeat DUI offenders, DUI-Causing Serious Bodily Injury, and Motor Vehicle Homicide. Several of these cases involved crash-injured defendants, and as a result, the TSRP again made use of the approach of utilizing medical blood alcohol tests for prosecution of DUI/MVH.

Project Name:	Project Night Life Expansion		
Project Number:	402-24-40		
Sub-Recipient:	Omaha Police Department		
Total Project Amount:	\$95,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$95,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$94,871.94

This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police officers regarding the Nebraska's graduated licensing provisions with special emphasis on teen impaired driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers.

- 62 overtime selective enforcement operations with more than 1,500 hours logged for activities recorded.
- 3,522 total citations
- 11 alcohol arrests, (DUI, MIP, procuring/contributing, and open container)
- 114 occupant restraint citations (child restraint or seat belt violations)
- 2,006 speeding citations
- 210 total arrests.
- In 2023 youth-involved fatal, A and B crashes increased by 40.4 percent from 1,313 (2016-2020 rolling average) to 1,844.

Project Name:	Judicial Prosecution Training		
Project Number:	402-24-41		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$20,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$13,115.00

October 2023 the Nebraska Supreme Court Judicial Education Branch, was awarded a mini grant to conduct a Nebraska Supreme Court Judicial Branch Education Fall Event at the Embassy Suites La Vista, NE. Topics covered are older drivers, impaired driving, and impairment related harms in Nebraska court system. Approximately 70 Nebraska County Judges attended the training. Two presentations on older drivers and driving impairment due to substance use was given by NHTSA approved speakers.

The HSO will continue to work directly with the TSRP and the State Judicial training coordinator to bring necessary trainings to the Annual Judicial Meeting or other trainings.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

Project Name:	Drug Recognition Expert/ARIDE Training & Recertification		
Project Number:	405d-24-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$150,000.00		
Funding Source:	405d/FDMDATR	Funding Amount:	\$150,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$126,153.80

This project allocates funding for the HSO to administer Nebraska’s Drug Evaluation and Classification Program (DECP) and increase law enforcement’s ability to detect drug impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska’s DREs and prosecutors and funding assistance for Nebraska’s DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 7-Day Drug Recognition Expert Training School in May 2024. Six candidates completed all phases of the training and have been certified as DREs. In addition, all students were tested and passed SFST Proficiencies during the Pre-School. A mini grant was awarded to the Bellevue Police Department to fund the DRE Training Coordinator for Nebraska to serve as the expert and organize all of the training.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, mini-grants were awarded for DRE officers from five Nebraska Law Enforcement Agencies to attend IACP’s National Drugs, Alcohol, and Impaired Driving Conference. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska. ARIDE classes were held in 2024 training a total of 57 law enforcement officers and 165 were trained in SFST.

Project Name:	Impaired Driving Selective Overtime Enforcement & System Support		
Project Number:	405d-24-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,050,000.00		
Funding Source:	405d/M5X	Funding Amount:	\$1,050,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$633,449.93

This project provided funding for the HSO to award mini grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. High Visibility Enforcement Mobilization conducted from October 2023 through September 2024 was a total of 6,409 overtime working hours resulting in 7,011 citations. Of the 7,011 citations, 368 drivers were arrested for driving while intoxicated, 111 minors were cited for being in possession of alcohol, 125 citations were issued for open container violations, 3,824 citations were issued for speeding, 28 citations were drug related, and 166 citations were issued for seatbelt violations.

This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer's time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. The 32 in-car cameras that were awarded in FY2024 resulted in a total of 939 recorded traffic stops. The 31 in-car cameras awarded in FY2022 resulted in a total of 7,276 recorded traffic stops. The 39 in-car cameras that were awarded in FY2023 resulted in a total of 6,382 recorded traffic stops.

The HSO awarded mini grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. During the FY2024 grant year, 22 mini-grant contracts were awarded to 22 agencies providing 97 preliminary breath units as follows: Police Departments – 9 contracts; Sheriff's Offices –13 contracts. The 97 preliminary breath testing instruments that were awarded FY24 fiscal year resulted in 147 breath tests being conducted.

Four (4) evidentiary breath testing instruments awarded in FY24 to law enforcement agencies. These orders were moved to FY25 grant year due to manufacturing production issues. These evidentiary instruments are scheduled to be manufactured February-March 2025. The one (1) evidentiary breath testing instrument put into service in FY24 and received by law enforcement agency resulted in 6 evidentiary breath tests being conducted.

Project Name:	Special Enforcement Mini-Grants		
Project Number:	405d-24-07		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	405d/M5HVE	Funding Amount:	\$20,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$14,112.78

Four mini grants were awarded for special enforcements. A total of 161 overtime hours were worked during the enforcement and compliance checks. The enforcement resulted in 65 citations. Of the 65 citations 37 were for speeding, 1 seat belt citation, and 2 DUI's.

Project Name:	Nebraska State Patrol Toxicology Services		
Project Number:	405d-24-11		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$94,344.00		
Funding Source:	405d/M5BAC	Funding Amount:	\$94,344.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$94,344.00

The NSPCL exceeded its objective of maintaining an average 30-day turnaround time for analysis completion of DUI-D toxicology samples despite the loss of the second analyst in the section for several months during this reporting period. Over the 12-month project, the average time for analysis completion was 17.22 days. The NSPCL remains current in its understanding of DUI-D toxicology testing and continues to work to ensure appropriate testing is provided.

Project Name:	Nebraska Collegiate Prevention Alliance		
Project Number:	405d-24-12		
Sub-Recipient:	University of Nebraska at Lincoln – Nebraska Collegiate Prevention Alliance		
Total Project Amount:	\$192,500.00		
Funding Source:	405d/M5OT	Funding Amount:	\$192,500.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$192,500.00

This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list-serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Nebraska Collegiate Prevention Alliance (NCPA) currently includes 20 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

NECPA reports from the data collected in FY2024 fiscal year. A drop in drinking and driving was reported from almost all of the 2024 Y1CBP participating schools who participated in 2019: College of Saint Mary

from 6.3% in 2019 to 0% in 2024; Creighton University from 3.0% in 2019 to 1.5% in 2024; Doane University from 4.9% in 2019 to 0% in 2024; Nebraska Methodist College from 5.8% in 2019 to 1.1% in 2024; Southeast Community College from 7.9% in 2019 to 3.9% in 2024; University of Nebraska Kearney from 5.1% in 2019 to 2.9% in 2024; University of Nebraska Omaha from 3.1% in 2019 to 1.6% in 2024.

OCCUPANT PROTECTION PROGRAM AREA

Project Name:	Occupant Protection Program Coordination		
Project Number:	402-24-03		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$ 77,643.35		
Funding Source:	402/OP	Funding Amount:	\$77,643.35
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$48,625.41

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska's motoring public and to increase usage rates. As examples, HSO staff personnel attended the following: Child Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, Drive Smart meetings and includes project monitoring and site visits.

Project Name:	Occupant Protection Public Information and Education		
Project Number:	402-24-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$901,531.14		
Funding Source:	402/OP	Funding Amount:	\$901,531.14
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	13%
Is this project a part of the TSEP? No		Amount Expended:	\$574,745.44

This project provided support to the HSO for the development/creation/production/implementation of occupant restraint/protection educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases.

- "Buckle Up, Phone Down" and "And Then it Clicked" seatbelt campaigns provided promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs. Contracts with The OOH Squad and All Over Media for truckside advertising related to the seatbelt campaign.

- Placed occupant restraint messaging, with a variety of vendors and platforms, to reach a large male market, ages 18-34, including but not limited to: University of Nebraska Sports, Alpha Media, The Ticket, Flood Communications, iHeart Media, Hometown Radio, and the Lincoln Journal Star.
- The Panhandle Public Health District (PPHD), Four Corners Public Health and local law enforcement departments received mini grants to carry out occupant protection campaigns, targeting the priority counties to increase seatbelt usage throughout May – Sept.

Project Name:	Occupant Protection Selective Overtime Enforcement		
Project Number:	402-24-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$400,000.00		
Funding Source:	402/OP	Funding Amount:	\$400,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$234,289.29

The objective of this project is to provide funding assistance through the "Mini-Grant Contract Application and Award" process to law enforcement agencies statewide to conduct high visibility occupant restraint selective overtime enforcement activities. Participating agencies were provided funding assistance for the overtime salaries.

The HSO awarded 55 mini-grant contracts to Nebraska Law Enforcement Agencies to carry out High Visibility Enforcement mobilizations relating to occupant restraint protection. There was a total of 4,291 overtime hours worked resulting in 5,510 citations. 2,381 citations were for speeding, 399 citations for seat belt violations and 138 DUI citations.

Project Name:	Road Safety - Employers & Employees Education - NSC		
Project Number:	402-24-37		
Sub-Recipient:	Nebraska Safety Council		
Total Project Amount:	\$104,000.00		
Funding Source:	402/OP	Funding Amount:	\$104,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$103,065.18

A project-grant was awarded to the Nebraska Safety Council to carry out strategies and activities with an emphasis on employer and employee education across seven counties about seat belt use and assisting companies to implement a road safety program for their organization and increase employees' knowledge of traffic safety.

- Utilizing the NESC Road Safety presentation "Doing Our Part" on Nebraska Roads, NESC reached a total of 1,374 employees and a total of 5,496 family members (based on a 4-person family) through 36 Road Safety Programs presented with the participation of 27 employers. NESC updated six educational toolkits focusing on Seat Belt Safety, Cell Phone Use, Distracted Driving, Drowsy Driving, Impaired Driving and Winter Driving Tips.

- Participated in six public community events to raise awareness of traffic safety. Placed a radio media campaign during the 100 Deadliest Days of Summer regarding distracted driving in the target area titled “Texting It Can Wait”.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

Project Name:	Child Passenger Safety Training		
Project Number:	405b-24-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$95,000.00		
Funding Source:	405b/M2TR	Funding Amount:	\$95,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$27,295.02

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions).

- As of September 30, 2024, Nebraska has 367 certified Child Passenger Safety (CPS) Technicians and 20 inspection stations, covering 73 of the 93 counties in the state, with 86% of the Nebraska population living in a county with an inspection station and over 95% of the Nebraska population live in a county with a CPS Technician. There are currently 22 CPST Instructors.
- In the fiscal year ending September 30, 2024, 75 of the 121 CPS technicians available to be recertified did so, a 62% recertification rate compared to the national average of 55.5%.
- Provided resources to instructors, technicians, and inspection stations to enhance training and education.
 - Purchased 3500 CPS Law Cards- English.
 - Printed 75 copies of the CPS Binder
- There were seven Child Passenger Safety Technician Training Courses held in FY24 and the Update in June 2024, in York.
- Provided resources to instructors, technicians, and inspection stations to enhance training and education.
 - Purchased car seats and training dolls from Prevention Alternatives
 - Distributed Get Seat-iated and Boosters for Big Kids materials in English and Spanish
- Utilized social media avenues on both DrivesmartNE.org and NDOT website to increase awareness around child passenger safety.



Project Name:	Occupant Protection Public Information and Education		
Project Number:	405b-24-10		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$291,000.00		
Funding Source:	405b/M2PE	Funding Amount:	\$291,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$277,601.81

This project supported the development/creation/production of occupant protection educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants.

Occupant Protection Marketing/Promotion:

- Click It or Ticket/And Then it Clicked Campaign messaging through Lamar billboards, radio ads on iHeart Media, The Ticket, Hometown Radio, Flood Communications, Broadcast House Media, Nebraska Public Media, and Alpha Media, digital video with Lincoln Journal Star and Omaha World-Herald, and social media posts through local partners, such as Drive Smart Nebraska and local law enforcement.
- IMG Sports – Pinnacle Bank Arena Sponsorship. This included: Website Logo Presence, Logo on the Pinnacle Bank Arena website with link to Sponsor's website, Recognition as Founding Partner on Pinnacle Bank Arena website, Concourse Signage on two concourses, audio & video displays and signage (approximately 14" x 10") at the front of each of approximately 258 parking stalls as well as exclusive naming rights to the elevator lobby.
- Lincoln Journal Star and Omaha World Herald digital campaigns with Targeted Display, Mobile Location Targeting, Connected TV, Streaming Audio and Targeted Emails.
- Contracted with UNL Jacht Club for a seatbelt advertising campaign to develop print advertisements for local newspapers, magazines, billboards, and radio commercials, as well as targeted social media content.

Project Name:	Child Passenger Safety Child Safety Seat Purchase and Distribution		
Project Number:	405b-24-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$ 106,000.00		
Funding Source:	405b/M2CSS	Funding Amount:	\$ 106,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$16,853.55

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-to-date educational information for inspection stations, which serve as resources for parents/caregivers. Seven Child Passenger Safety Technician Training courses were held in FY24, along with a Training Update in June, to further the education and awareness surrounding proper child passenger safety seat installation.

HSO worked with DHHS and Safe Kids to update the current Inspection Station list and scout potential new locations.

There were five mini grants awarded to purchase 333 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events. The CSS will also sustain the inspection stations, at the local level, and ensure every parent/caregiver has access to education and equipment to keep children safe and secure while riding in a motor vehicle.

Organization	Claim Amount	Car Seats Bought
Lincoln-Lancaster County Health Department	\$5,000.00	73
Mary Lanning Healthcare	\$4,500.00	242
Four Corners Health Department	\$2,500.00	46
Northeast Nebraska Community Action Partnership	\$2,417.47	108
Three Rivers Public Health Department	\$2,436.08	28

Project Name:	Occupant Protection Information System		
Project Number:	405b-24-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$ 148,486.07		
Funding Source:	405b/M2OP	Funding Amount:	\$ 148,486.07
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$105,665.00

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants. HSO provided funding to the University of Nebraska, Bureau of Sociological Research, to conduct the statewide observational safety belt survey conducted in Antelope, Cheyenne, Dakota, Dodge, Douglas, Lancaster, Madison, Platte, and Richardson Counties. The results showed Nebraska's overall seat belt use rate for 2024 is 80.2%, an increase of 3.8% from 2023.

Safety Belt Use 2023 and 2024 (Estimate)

Sample Division	2023	2024
Total Sample	.773	.802
Drivers	.765	.803
Passengers	.785	.802

HSO provided mini-grant funding to support seat belt use and safety outreach through Nebraska State Patrol (NSP) Community Service Officers. NSP officers carried out public information and education, at the local level, addressing critical areas for improving occupant safety such as seat belt usage. The public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 154,331 individuals during their three months of events across the state.

The project also provided funding radio advertising and other media during Click it or Ticket High Visibility Enforcements.

Project Name:	Occupant Protection High Visibility Enforcement		
Project Number:	405b-24-14		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$238,000.00		
Funding Source:	405b/M2HVE	Funding Amount:	\$238,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$133,145.08

The HSO awarded 11 mini-grants to 5 Nebraska law enforcement agencies and the Nebraska State Patrol to carry out high visibility occupant protection selective overtime enforcement activities in various cities and counties statewide including the November 2023, Buckle Up, Every Trip, Every Time, and the May - June 2024 "Make it Click". All activities were successfully carried out, resulting in 1,856 total overtime working hours and 2,482 citations. Including 115 seatbelt violations, 1,432 speeding citations, and 40 DUI's.

POLICE TRAFFIC SERVICES PROGRAM AREA

Project Name:	Traffic Selective Overtime Enforcement		
Project Number:	402-24-27		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$ 72,150.00		
Funding Source:	402/PT	Funding Amount:	\$ 72,150.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	32%
Is this project a part of the TSEP? Yes		Amount Expended:	\$60,809.64

The HSO provided a total of six mini grants with overtime hours and reimbursement paid to 2 agencies and the Nebraska State Patrol for General Traffic OT Enforcements. There was a total of 799 overtime hours worked resulting in 1,405 citations. Of these citations, 785 citations were issued for speeding, 61 seat belt citations, and 18 drivers were arrested for driving while intoxicated.

Project Name:	Special Traffic Selective Enforcement Program		
Project Number:	402-24-28		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	402/PT	Funding Amount:	\$200,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP? Yes		Amount Expended:	\$161,964.69

The HSO provided this project to provide funding assistance through the "STEP Grant Contract Application and Award" process to law enforcement agencies in the twenty-four priority counties to conduct selective traffic overtime enforcement and other traffic safety activities. Participating agencies were provided

funding assistance for the overtime salaries, public information, and education. The law enforcement agencies must agree to make every effort to engage in Click It or Ticket, Drive Sober or Get Pulled Over and at least one of the Winter Holiday campaigns for a minimum 3 of the 4 STEP campaigns annually.

There were seven STEP Grant participants with OT Enforcements and Community engagement and collaborations. There was a total of 4,656 overtime hours worked resulting in numerous educational presentations and 2,010 citations during the enforcements.

Project Name:	Traffic Law Enforcement		
Project Number:	402-24-26		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$140,000.00		
Funding Source:	402/PT	Funding Amount:	\$140,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$53,744.37

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; three Standardized Field Sobriety Testing (SFST) classes (129 trained); three Radar Certification classes (130 trained); three LIDAR Certification classes (129 trained); three In-Car Camera Operation classes (129 trained); one Intermediate Crash Investigation classes (19 trained); Preliminary breath testing training was provided to 488 students and evidentiary breath testing training was provided to 284 students.

Project Name:	Law Enforcement Liaison		
Project Number:	402-24-42		
Sub-Recipient:	NDOT - Highway Safety Office		
Total Project Amount:	\$80,000.00		
Funding Source:	402/PT	Funding Amount:	\$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$46,325.86

This project provided funding to the HSO to provide salary, benefits, travel, office expenses, and training to fulfill the strategies of law enforcement-related activities outlined in Nebraska's "Performance-Based" Strategic Traffic Safety Plan.

- The Law Enforcement Liaison provided promotion information, support and assistance to all law enforcement agencies across Nebraska. He traveled to nearly all the agencies in the priority counties to improve relations and on-site monitoring.
- Bruce attended many NDOT Highway Safety Office meetings and presentations such as the Advocates Meetings, TRCC Meetings and Nebraska's Highway Safety Conference. Bruce also helped organize the Impaired Driving Summit. The law enforcement partners are beginning to contact Bruce with many questions about procedures and funding opportunities.

TRAFFIC RECORDS PROGRAM AREA

Project Name:	Traffic Records		
Project Number:	402-24-30		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$215,000.00		
Funding Source:	402/TR	Funding Amount:	\$215,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	23%
Is this project a part of the TSEP? No		Amount Expended:	\$110,070.40

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on June 10, 2024, and placed on the HSO website. Numerous traffic records support systems are in the planning and implementation phases to upgrade systems.

- The crash database that was installed 1/1/2021 has not been completed due to unforeseen issues so there is no update on lag time for crash reports.
- During FY24 (Oct 1, 2023-Sept 30, 2024) 45,211 crash reports were received, of those 38,835 were electronic (85.89% of crash reports are received electronically). Less than 1% of reports are not passing validation and require manual entry.
- NDOT renewed their contract with Lexis Nexis until 5/30/27.
- At the end of FY2024, 159 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2024, 164 agencies are using TraCS, a crash form reporting system for law enforcement.
- Traffic Records Coordinating Committee meetings were conducted quarterly and held on the following dates:
 - October 29, 2023
 - January 18, 2024
 - April 18, 2024
 - July 18, 2024
- Eight mini-grants were awarded to improve traffic records data and training.

Project Name:	Nebraska Traffic and Criminal Software (TraCS) Expansion		
Project Number:	402-24-31		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$78,270.00		
Funding Source:	402/TR	Funding Amount:	\$78,270.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 67,196.97

This grant increased proficiencies in data input following vehicle crashes. Many agencies across the state are still completing crash information with pen and paper. Electronic filing of crash data will expedite the process and increase the amount of time law enforcement can spend on other activities that protect our communities. Because of additional funding through the NDOT Highway Safety Office, several agencies were able to take advantage of implementing the TraCS system.

- NSP continued to add agencies to TraCS and move agencies from Crash form only to full suite TraCS.
- NSP continued to develop relationships with agencies interested in TraCS RMS. There are nine agencies utilizing TraCS RMS with three agencies currently completing the process to utilize TraCS RMS.
- Significant enhancements to the Crash Form validation to reduce upload errors.
- Streamlined Crash Form entry process to increase the number of fields that can be inferred and skipped by the officer resulting in less effort to complete.
- Continued improvements to training that has improved officers' efficiency to completing a Crash Form as well as clarifying administration roles.
- Developed a process to allow TraCS RMS agencies to customize their own case type list to fit their reporting needs.
- NSP completed numerous form enhancements and fixes to fit agency needs and expanded use.
- Designed and deployed automated license plate reader forms to comply with statutory reporting requirements.
- Enhanced Arrest Affidavit to fit NSP needs, generating a printable judge's order document based on county.
- Developed a streamlined process to identify cases that need to be reported to NIBRS.
- At the end of FY2024, 159 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2024, 164 agencies are using TraCS, a crash form reporting system for law enforcement.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

Project Name:	E-Citation and Traffic Record Improvement		
Project Number:	405c-24-01		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$ 346,400.00		
Funding Source:	405c/M3DA	Funding Amount:	\$ 346,400.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 207,883.68

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies: Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic records data.

The target of this project was to increase the number of citations submitted electronically by three percent during the 12-month project. A total of 146 agencies in Nebraska are submitting citations electronically. During this project period a total of 74 county and city attorney agencies accessed the CITS Portal and e-filed documents.

Total Citations vs. Electronic Citations			
<u>Calendar Year</u>	<u>Total No. of Citations</u>	<u>Total No. of eCitations</u>	<u>Annual eCitation Percentage</u>
2010	189,485	1,235	0.07%
2011	176,919	68,244	38.57%
2012	165,415	74,395	44.97%
2013	163,653	76,298	46.61%
2014	165,031	77,294	46.83%
2015	161,628	77,056	47.67%
2016	160,879	79,046	49.13%
2017	139,752	66,902	47.87%
2018	120,223	69,780	58.04%
2019	106,168	71,949	67.76%
2020	86,519	85,651	98.99%
2021	260,666	255,848	98.15%
2022	285,664	278,034	97.32%
2023	280,602	262,233	93.45%
2024	353,121	347,463	98.39%

Project Name:	Crash Outcome Data Evaluation System (CODES)		
Project Number:	405c-24-14		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$175,000.00		
Funding Source:	405c/M3DA	Funding Amount:	\$175,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$131,995.61

This project continues to support the DHHS to create a database linking crash, EMS, hospital discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes.

- The 2021 hospital discharge data, EMS, DMV, and provisional death data are available. We have obtained them from different resources and saved the raw data in the shared folder for use.
- The 2021 crash data hasn't been finalized before the end of the FY24 grant cycle.
- We assessed the COVID-19 impact on patterns changes in motor vehicle crash injury prior to vs. during the pandemic using the EMS, hospital discharge, and Death Certificate data from 2017 to 2021. The results were presented at the 2024 CSTE and Traffic Record Forum conference.
- We helped the DHHS SafeKids program produce a teen driver safety report, and the study was presented at the 2023 CSTE and Safe States national conferences and the HSO conference.

Project Name:	Nebraska EHS Data Improvements		
Project Number:	405c-24-15		
Sub-Recipient:	Nebraska Department of Health and Human Services - EHS		
Total Project Amount:	\$ 236,250.00		
Funding Source:	405c/M3DA	Funding Amount:	\$ 236,250.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$61,250.00

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to maintain the databases for EMS patient care reporting, eNARSIS, and the Nebraska Trauma Registry. DHHS is working to improve data quality, completeness, and uniformity and establish performance measures for each system.

- DHHS successfully completed an RFP process to maintain the Nebraska EMS patient care reporting system and trauma registry. Funding allowed DHHS to maintain these systems ensuring the data availability for use with traffic safety, Crash Outcome Data Evaluation System (CODES), and Fatality Analysis Reporting System (FARS).
- Timeliness: 96.49% percent in 2023.
- Completeness: 94.87% in 2023.
- Uniformity: 93% in 2023.

Project Name:	EMS and E-CODE Injury Data		
Project Number:	405c-24-17		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$ 57,000.00		
Funding Source:	405c/M3DA	Funding Amount:	\$ 57,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$35,915.35

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

- Cleaned and refined the 2023 EMS dataset, making it ready for analysis and generating reports.
- Finalized the 2021-2022 EMS Motor Vehicle Crashes (MVC)-related dataset.
- Finalized EMS incidents data for the 2017-2023 Electric Bicycle (E-Bicycle) & Electric Scooter (E-Scooter). We also completed the literature review, case definition, refining the SQL codes, data analysis, and generating results for Nebraska's E-Bicycle and E-Scooter-involved injury patterns.
- We collaborated with the injury prevention, EMS, and IT teams to utilize EMS data for the Overdose Detection Mapping Application Program (ODMAP) project. While preparing the data, we encountered some data quality issues and resolved them with the EMS team.

- We completed the 2023 annual EMS data quality assessment reports and sent them to the EMS team for feedback.

Project Name:	Nebraska EMS Data Improvements		
Project Number:	405c-24-18		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$57,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$57,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$9,276.30

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to maintain the databases for EMS patient care reporting, eNARSIS, and the Nebraska Trauma Registry. DHHS is working to improve data quality, completeness, and uniformity and establish performance measures for each system.

- Through the discussion, we decided to utilize the Haddon Matrix model, a well-established strategic framework used in injury prevention, to structure a clear picture of the contributing human, vehicle/equipment, and environmental factors for the pre-event, event, and post-event of motor vehicle crashes.
- We met with the HSO team to discuss the data needs for the racial profiling project.
- Analyzed and recorded trends in MVC-related EMS incidents.
- The DHHS Syndromic Surveillance Epidemiologist presented the findings at the TRCC quarterly meeting in July.

Project Name:	Traffic Records Program Coordination		
Project Number:	405c-24-16		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$485,308.06		
Funding Source:	405c/M3DA	Funding Source Amount:	\$485,308.06
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$80,330.71

This project allocated funds to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate monitor, and audit traffic records program area grants and activities. This is an internal traffic records system support project to assist the HSO with the ability to support opportunities for HSO staff and other state/local agencies to assist in improving the linkage and automation of critical record systems, such as the crash records file. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. Funding was provided for time spent on project grants, E-Citations and Traffic Records Improvement, Nebraska EMS Data Quality Assessment and Improvement, Nebraska Crash Outcome Data Evaluation System, E-CODE Data Quality Assessment and Improvement.

- Provided coordination and technical support and assistance to improve traffic records information and to ensure that a mechanism is available to provide information for special traffic record requests (both internal and external).
- Conducted desk and on-site monitoring for each assigned traffic records project.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.
- Emailed committee members to gather information for TRCC (Traffic Records Coordinating Committee) to revise and update the Traffic Safety Information System Strategic Plan.
- Attended the following conferences/meetings: E-Citation, Traffic Records Improvement, Nebraska Crime Commission, Nebraska E-CODE and EMS Data Quality Assessment and other meetings, training, etc. pertaining to traffic records.
- Traffic Records Coordinating Committee meetings were conducted quarterly and held on the following dates:
 - October 29, 2023
 - January 18, 2024
 - April 18, 2024
 - July 18, 2024
- The Traffic Records Strategic Plan was updated June 10, 2024

DISTRACTED DRIVING PROGRAM AREA

Project Name:	Distracted Driving Public Information and Education		
Project Number:	402-24-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$247,698.48		
Funding Source:	402/DD	Funding Amount:	\$247,698.48
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	38%
Is this project a part of the TSEP?	No	Amount Expended:	\$73,514.7

This project supported the HSO for the development/creation/production of distracted educational messaging to a target audience of drivers aged 14-50, individuals, and parents. The project supported print and electronic messaging, paid and earned media.

- Materials distributed through Teens in the Driver Seat, NSC, NSCN, and other Drive Smart partners.
- Two mini-grants were awarded for distracted driving publicity and education, one to the Lincoln Police Department and the other to Mary Lanning Healthcare. Nebraska State Patrol Community Service Education Program attended both the Nebraska Juvenile Justice Association conference as well as the Nebraska Trucking Rodeo to do outreach with attendees. They also made presentations at schools and other events.
- Social Media posts generated for April/May and summer mobilizations and dispersed through communication channels.
- U Drive. U Text. U Pay. Campaign education and information dissemination
 - Radio and Digital: Alpha Media, Hometown Radio, The Ticket, Broadcast House, Flood Communications, iHeart Media, Lincoln Journal Star, Omaha World-Herald, Nebraska Broadcasters Association
 - Print: Mundo Latino

Project Name:	Employer Distracted Driving Education Campaign		
Project Number:	402-24-38		
Sub-Recipient:	National Safety Council, Nebraska		
Total Project Amount:	\$114,500.00		
Funding Source:	402/DD	Funding Amount:	\$114,500.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$107,923.18

A project-grant was awarded to the National Safety Council, Nebraska (NSCN) to carry out strategies and activities to decrease distracted driving/inattention and decrease the incidence of young drivers especially ages 20 and under, involved in fatal crashes.

- NSCN delivered distracted driving programming information, including “Our Driving Concern” to 500+ member companies of NSCN through marketing material, safety committee meetings, health fairs and company educational events. 55 presentations, events, fairs, and conferences were attended/performed with a reach of approximately 5,178. 38 Employer presentations were given with a reach of approximately 1,478 persons.
- Promoted “Our Driving Concern” and safe driving campaign (occupant protection) in the Elementary/Middle/High Schools in the three target counties (Douglas, Washington and Sarpy).
- NSCN participated in a mock crash event at Westside High School with approximately 400 students.
- NSCN also attended events with students of varying ages at several community safety events this year, reaching approximately 835 students and families.
- NSCN created and carried out a media campaign of billboards, digital billboards, postcards, and infographics during the 100 Deadliest Days of Summer to promote Our Driving Concern, Distracted Driving, and Seatbelt Use with an impression count of 10.9 million from Memorial Day through Labor Day.

Nearly 40,000 workers and students were directly impacted by the educational programs though presentations, community events and fair presentations. Over 20,000 brochures were distributed throughout the community and in several work-places and schools.

405e Distracted Driving GRANT

Project Name:	Distracted Driving Public Information and Education		
Project Number:	405e-24-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$150,000.00		
Funding Source:	405e/B8AX	Funding Amount:	\$150,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$144,391.00

This project supported the HSO for the development/creation/production of distracted educational messaging to a target audience of drivers aged 14-50, individuals, and parents. The project supported print and electronic messaging, paid and earned media.

- Placed two educational campaigns: Distracted Driving Campaign in April (Distracted Driving Awareness Month) and a summer campaign focusing on young drivers and their parents (100 Deadliest Days).



Project Name:	Distracted Driving Enforcement Mini-Grants		
Project Number:	405e-24-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$170,154.49		
Funding Source:	405e/B8ADDLE	Funding Amount:	\$170,154.49
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$154,037.67

This project provided funding assistance through the "Mini-Grant Contract Application and Award" process to law enforcement agencies in the twenty-four priority counties to conduct selective traffic overtime enforcement activities. Participating agencies will be provided funding assistance for the overtime salaries.

The HSO awarded 38 mini-grants to 37 Nebraska law enforcement agencies and the Nebraska State Patrol to carry out high visibility distracted driving selective overtime enforcement activities in various cities and counties statewide including the April 2024, U Drive, U Text, U Pay mobilization. Activities were successfully carried out, resulting in 2,655 total overtime working hours and 2,367 citations. Including 50 seatbelt violations, 992 speeding citations, and 65 DUI's.

IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

Project Name:	Youth Public Information and Education		
Project Number:	402-24-19		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$148,742.73		
Funding Source:	402/TSP	Funding Amount:	\$148,742.73

Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	11%
Is this project a part of the TSEP? No		Amount Expended:	\$120,599.94

This project provides funding for mini-grant contracts specific to youth (ages 20 and under) awareness and education as need is demonstrated. Provides education and awareness materials (posters, flyers, and informational cards) about occupant restraint use, injury prevention, graduated drivers licenses (GDL), and impaired and/or distracted driving.

Nebraska Department of Health and Human Services (DHHS), Injury Prevention received a mini-grant contract award to reduce injuries and injury related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign. A total of 21 schools participated, with a potential reach of 9,551 students based on the total population of these schools. Drive Smart Nebraska Coalition, consists of 48 members (public and private partners), committed to using evidence-based strategies to reduce the incidence of motor-vehicle deaths and injuries among our youth (ages 20 and under). The DSN tool kits focused on occupant protection and distracted driving.

National speakers with relational messages were brought to Nebraska schools to encourage youth/teens to have confidence and self-worth by making wise choices in safe driving behaviors. The BRAKES Driving School was brought to Nebraska again through a mini grant to Nebraska Safety Council.

Project Name:	Youth Program Coordination		
Project Number:	402-24-21		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$30,000.00		
Funding Source:	402/TSP	Funding Source Amount:	\$30,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$245.08

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit youth traffic safety-related program area grants and activities. The coordination and assistance provide an essential element in a successful youth traffic safety awareness program. The HSO staff attended/participated in the following highway safety seminars, conferences, workshops, meetings, and trainings: Project Extra Mile Community Coalition meetings; Drive Smart Coalition meetings; SADD State Coordinator Meetings; Child Passenger Safety Network Training; Teens in the Driver Seat; Project Nite Life and Power of Parents Meetings. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini grants were processed for youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Includes project monitoring and site visits.

Project Name:	Traffic Safety Program Coordination		
Project Number:	402-24-23		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$149,451.96		

Funding Source:	402/RS	Funding Source Amount:	\$149,451.96
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$148,741.70

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, equipment inventory, and audit general traffic safety-related program area grants and activities (excluding the areas of alcohol, occupant restraints, youth, and speed). The coordination and assistance provided an essential element to traffic safety awareness programs. The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska Advocates for Highway Safety Meetings; NDOT Interagency Safety Committee meetings; Nebraska Operation Lifesaver Board and Committee meetings; NHTSA/GHSA webinars and meetings; and NHTSA Region 7 conference calls. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants related to traffic safety-related requests by law enforcement agencies, organizations, and schools were processed. Includes project monitoring and on-site visits.

Project Name:	Traffic Safety Public Information and Education		
Project Number:	402-24-24		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$250,000.00		
Funding Source:	402/PM	Funding Source Amount:	\$250,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	24%
Is this project a part of the TSEP? No		Amount Expended:	\$202,454.95

This project was able to support mini grants to organizations to carry out education and information through billboards, social media, and community events in efforts to reduce injuries and raise awareness around pedestrian safety, bicycle safety, distracted driving, impaired driving, and seat belts.

- Two mini-grants were awarded to Four Corners Local Health Department (serving Seward, Polk, Butler and York) to support education and awareness focusing on distracted driving, impaired driving, drowsy driving, buzzed driving and seat belt use.
 - Buzzed and Impaired Driving billboards were on display.
 - Social, digital and other media was also used to communicate the message.
- Nebraska State Patrol was awarded three mini grants for traffic safety marketing and community service education to staff events and school programs. They completed demonstrations and presented information about traffic safety issues including distracted driving, safe teen driving, impaired driving, occupant protection, and sober driving.
 - Radio advertisements emphasizing safe holiday travel were aired with Alpha Media, Eagle Communications, NRG Media, and Flood Communications.



- Partnered with several media outlets to build road safety awareness campaigns during the 100 Deadliest Days of Summer.
- Lancaster County Health Department and Mary Lanning Healthcare were awarded a mini grant for bike helmet demonstration and distribution.
- Brain Injury Alliance was awarded funding for a motorcycle helmet campaign.
- HSO provided sponsorship to Let's Ride Lincoln, a community engagement event for motorcycle riders of all ages and skill levels.
- Print and Digital Media: Advertisements were taken out in the Nebraska Sheriff's Association magazine for spring safety advertisements, and the Omaha World-Herald conducted a digital media campaign revolving around pedestrian safety with targeted advertisements, connected tv advertisements, and streaming audio advertisements.

Project Name:	Drowsy Driving Public Information & Education		
Project Number:	402-24-29		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	402/DD	Funding Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$17,580.00

The objective of this project is to increase education and awareness, in 24 priority counties around drowsy driving motor vehicle crashes and related harms. HSO will work with community colleges, local health districts and the public to prevent drowsy driving and associated risks.

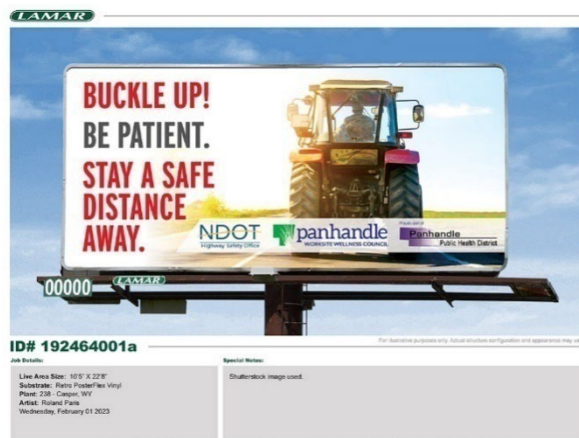
The project provided funding for the development/creation/production/implementation of drowsy driving messaging to target audience 14–50-year-olds. This includes print and electronic messaging, paid and earned media.

Funding was awarded to the National Safety Council – Nebraska for a drowsy driving campaign that included digital, social and outdoor media in Douglas, Sarpy and Lancaster counties.



Project Name:	Panhandle Traffic Safety		
Project Number:	402-24-43		
Sub-Recipient:	Panhandle Public Health District (PPHD)		
Total Project Amount:	\$88,200.00		
Funding Source:	402/RS	Funding Amount:	\$88,200.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$85,346.66

- The objective of this project is to increase education and awareness about agricultural traffic incidents, distracted driving, drowsy driving, and seatbelt use in the Nebraska Panhandle area.
- PPHD has five active community coalitions.
- CarFit training was complete on 6/7, and seminars were delivered.
- HSO Assemblies with Cara Filler – 9/16 (Gordon High and Rushville Middle), 9/17 (Bayard and Crawford High and Middle School), 9/17 (Potter-Dix High and Middle School). A total of 587
- PPDH completed an annual worksite survey, with results showing that 74% of participating employers have policies that require employees to wear seatbelts while operating a motor vehicle on company business and 71% have policies that require employees to refrain from using cellular phones while operating a motor vehicle while on company business.
- Multiple communication campaigns were aired on radio, billboards, social media, and newspapers with nearly 180,000 impressions per month.
 - 16 newspapers throughout the Panhandle region
 - Approximately 30,000 monthly impressions
 - 3 radio stations in the Panhandle region
 - Approximately 50,000 monthly impressions
 - 4 billboards via Lamar through the Panhandle region
 - Approximately 100,000 monthly impressions
 - Total Social Media Impressions: **42,287** total for 2023-24 contract year
 - Newsletter open numbers: October (308), November (334), December (297), January (264), February (150), March (204), April (252), May (283), June (281), July (183), August (280), September (258)



Project Name:	Older Driver Public Information & Education		
Project Number:	402-24-44		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/OD	Funding Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$10,565.34

The objective of this project is to provide funds for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media). The focus was on older driver population driving, to raise education, awareness and formulate solutions to older driver problems. HSO will look for opportunities to partner with Nebraska Department of Motor Vehicles, AARP, AAA, National Safety Council, CarFit and other organizations to help teach older driver populations the proper use of all current vehicle safety features and driving safety.

A mini-grant was awarded to Four Corners Health Department to present the education and information at events and health fairs.

- Fifteen presentations were completed county fairs and other events. Topics Older Drivers Mobility Plan and 5 things you should know about Buckling up and related traffic safety materials.
- Four Corners Health Department added page to their website for older drivers featuring My Mobility Plans and National Highway Transportation Administration (NHTSA) and Traffic Safety Marketing TSM Older Driver information.
- FCHD , hosted a Living Well with Chronic Pain Workshop. Pain often prohibits seniors from moving head, neck and shoulders or entering or exiting vehicle. This presentation focuses how seniors can increase their mobility so they can still drive safely. Eleven (11) individuals attended the presentation.
- FCHD presented Safety Behind the Wheel: Older Driver Power Point at the York Senior Center 11 individuals attended the presentation.

A mini grant awarded to Panhandle Health Department to conduct presentations at seniors' centers in Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Kimball, Morrill, Scotts Bluff, Sheridan and Sioux counties.

- Pan Handle Health Department (PPHD) Nicole Berosek and Janelle Visser traveled to seniors' centers in the Pan Handle counties Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Kimball, Morrill, Scotts Bluff, Sheridan and Sioux counties. Giving presentation regarding older driver safety. Approximately 100 senior drivers participated in the presentations
- PPHD placed four billboards with older driver safety messaging in Bridgeport, Chadron, Scottsbluff, and Kimball counties estimated impressions 272,800. The billboard campaign was supported by radio advertising with Chadrad Communication, Flood Communication, Eagle Communications, Rural Radio estimated impression were 100,000.

SPEED CONTROL PROGRAM AREA

Project Name:	Speed Program Coordination		
Project Number:	402-24-32		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$165,000.00		
Funding Source:	402/SC	Funding Amount:	\$165,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$12,378.07

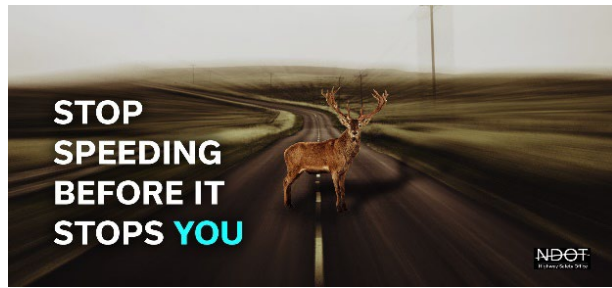
This project allocated funding to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance, delivery and return of the HSO's Speed Monitoring Trailer loaner units. The HSO speed trailers were provided eleven times to eight (8) agencies, five (62.5%) within the target counties, and three (37.5%) in non-target counties. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring, site visits and conferences and training.

Project Name:	Speed Public Information and Education		
Project Number:	402-24-35		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$110,000.00		
Funding Source:	402/SC	Funding Amount:	\$110,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$0.00

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. The HSO speed trailers were provided eleven times to eight (8) agencies, five (62.5%) within the target counties, and three (37.5%) in non-target counties.

- No speed related media campaign was placed in FY2024 due to shortage of resources and lack of an effective campaign. Many local agencies and the Nebraska State Patrol used social media and earned media during speed enforcement campaigns.

The HSO shared social media during the speed enforcement campaign with all law enforcement agencies as well and the Drive Smart Nebraska Coalition.



SPEED ENFORCEMENT PROGRAM AREA

Project Name:	Speed Selective Overtime Enforcement		
Project Number:	402-24-33		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$330,000.00		
Funding Source:	402/PT	Funding Amount:	\$330,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	100%
Is this project a part of the TSEP? Yes		Amount Expended:	\$232,269.15

This project provided funding to the HSO to award mini grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference to the priority counties. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing speed-related fatal, A and B injury crashes.

- The HSO provided a total of 25 mini grant awards to 23 Nebraska Law Enforcement Agencies to carry out Speeding Prevention Enforcements. 23 of the mini grants were for the Speeding Prevention Enforcement conducted July 12 – 31, 2024. Two mini grants were for enforcements in specific locations and areas.
- There were 2,683 total overtime hours worked resulting in 3,459 citations. Of these citations, 1,974 citations were issued for speeding, 99 citations were issued for seatbelt violations, and 82 drivers were arrested for driving while intoxicated.
- During the project period, 39 mini-grant contracts were awarded providing 58 radar units as follows: Police Departments – 11 contracts; and Sheriff's Offices – 28 contracts. One agency cancelled their award. Thirteen (13) mini grants were awarded to priority counties.
- The 58 radar units that were awarded in FY2024 resulted in a total of 397 speeding citations and 954 speeding warnings.

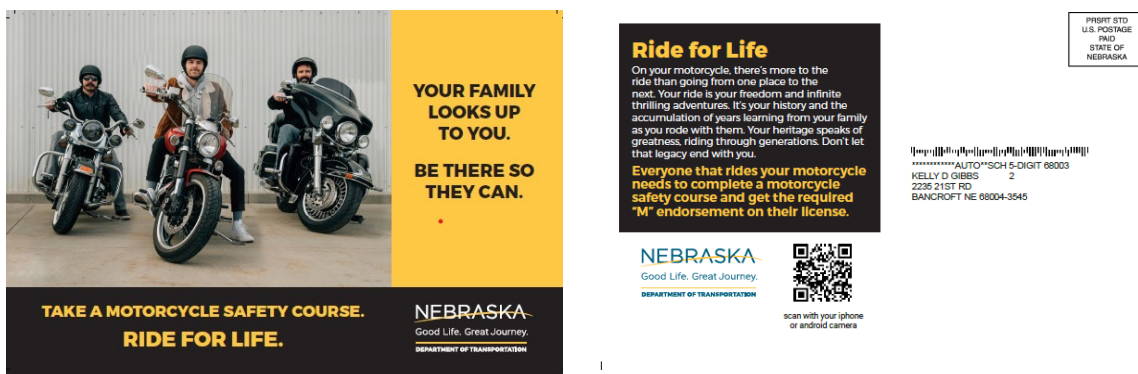
SECTION 405f – MOTORCYCLIST SAFETY GRANT

Project Name:	Motorcycle Public Information and Education
Project Number:	405f-24-01
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office
Total Project Amount:	\$51,397.00

Funding Source:	405f/M11MA	Funding Source Amount:	\$51,397.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$31,210.93

Motorcycles are less stable and less visible than cars and often have high performance capabilities. For these and other reasons, motorcycles are more likely than cars to be involved in crashes. Motorcycle riders lack the protection of an enclosed vehicle, so they are more likely to be injured or killed in a motorcycle crash.

- May 2024, one hundred post cards were sent to each Nebraska DMV approved motorcycle rider schools.
- The Nebraska DMV sent post cards to list of 50,100 registered motorcycle owners in May 2024.



Project Name:	Motorcycle Training Assistance		
Project Number:	405f-24-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$29,115.35		
Funding Source:	405f/M11MT	Funding Source Amount:	\$29,115.35
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$24,876.66

This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) to implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors.

- The Department of Motor Vehicles (DMV) was awarded a mini-grant to provide motorcycle training in fiscal year 2024. The funding covered the Motorcycle Instructor Update, New Motorcycle Instructor Training, Quality Assurance Visits, Professional Development, Mentoring and Standardization and Motorcycle Safety Administrators (SMSA) Certification.
- Two motorcycle instructor update classes were held during the grant year.
- Two instructors attended the coach update in Milford.

- In the 2024 fiscal year eight (8) DMV Quality Assurance Visit's (QAVs) were completed, and the Motorcycle Safety Foundation website has been updated.
- Mentoring & Standardization visits were conducted at eight motorcycle rider schools.
- 1,851 of the 2,191 motorcycle training class applicants passed the course and received a certificate.

1906 RACIAL PROFILING COLLECTION GRANT

Project Name:	Improving Data Collection Methods and Reporting		
Project Number:	1906-24-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$3,451,960.66		
Funding Source:	1906/F1906CMD	Funding Amount:	\$3,451,960.66
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$253,903.94

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial profiling data related to Nebraska traffic stops. Local entities are able to apply for mini grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time.

- During the project period, 22 contracts were awarded to local law enforcement agencies through the mini-grant contract process that provided funding for 98 units of equipment to report citations and vehicle crashes electronically.
- In FY24, 98.39% of citations were submitted electronically. An average of 140 of 204 Law enforcement agencies submitted citations electronically.

Project Name:	Review and Analysis of Collected Data		
Project Number:	1906-24-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$60,000.00		
Funding Source:	1906/F1906ER	Funding Amount:	\$60,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$21,185.90

This project was to provide funding support for the Nebraska Crime Commission (NCC) or contracted research organization to enhance their ability to analyze the annually collected traffic stop racial profiling data and to improve the annual reporting on the agency website. In addition, local agencies could apply for mini grants to assist them in generating local analysis reports for their own use.

In May 2024 a contract was awarded to the University of Nebraska-Lincoln Methodology and Evaluation Research Core (MERC) to provide research and analysis of the traffic stop data. They obtained the data from the NCC and the Nebraska Supreme Court, analyzed and cleaned the data and provided a preliminary report which was inconclusive and requires further analysis. The project will continue in FY2025 but has been awarded to a more advanced research group with experience in the field.

UNATTENDED PASSENGER HEATSTROKE

Project Name:	Unattended Passenger/Heatstroke Education		
Project Number:	402-24-14		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$5,000.00		
Funding Source:	402/UNATTD	Funding Source Amount:	\$5,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Expenditure:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$5,000.00

This project is to provide funding for the development/creation/production/implementation of unattended passenger/heatstroke messaging to target audience, (20-50 years of age) individuals, parents and care givers emphasizing child safety in vehicles.

A contract was awarded to the Lincoln Journal Star for a media campaign including social and digital placement with over 275,000 impressions.

OTHER FUNDING

N/A for 2024



Nebraska Department of Transportation - Highway Safety Office
<http://dot.nebraska.gov/safety/hso/>