

Highway Safety Office FY 2025 Annual Report

Jim Pillen
Governor

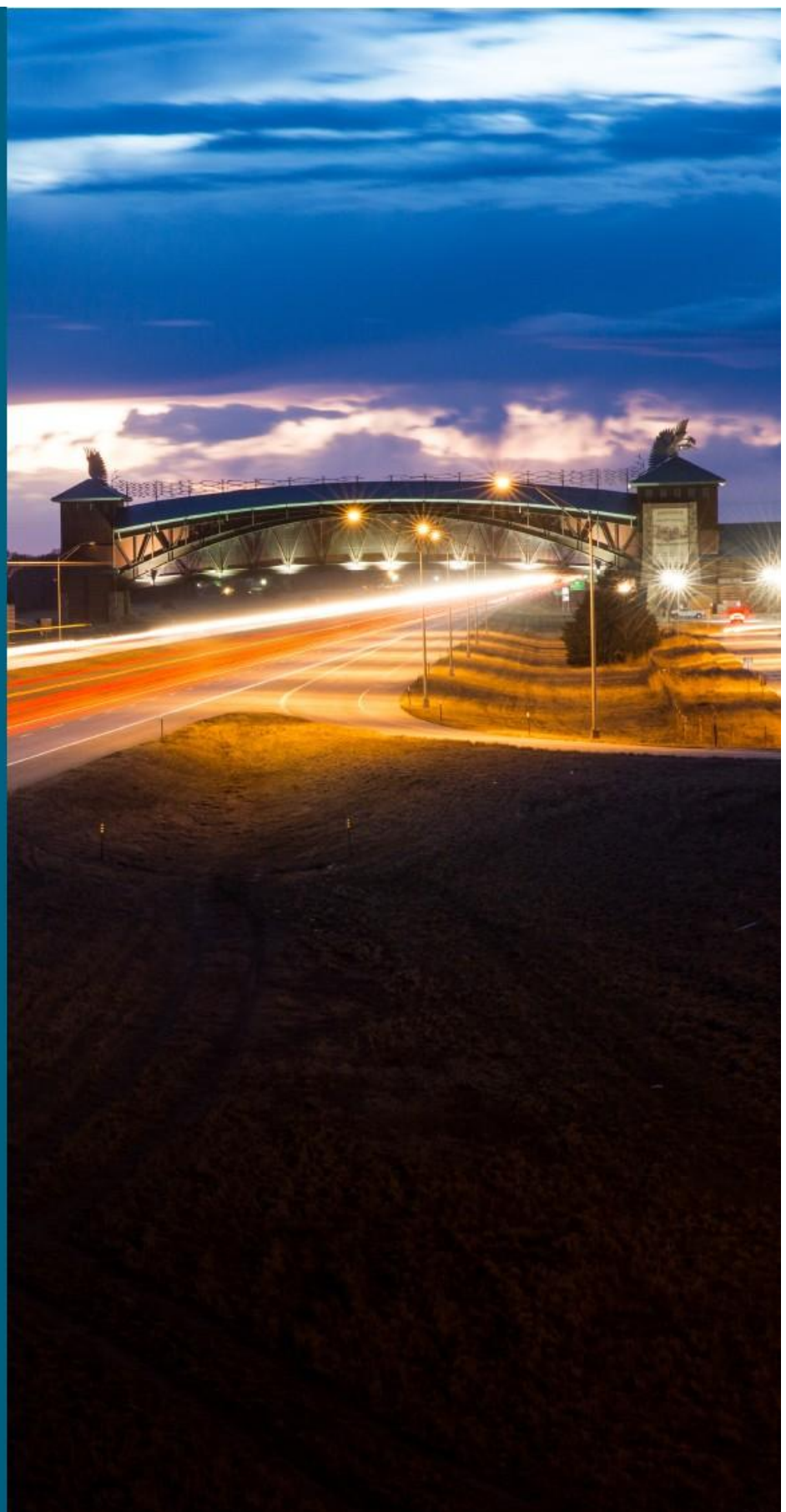
Vicki Kramer
Director

Ryley Egger
Administrator

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Message from the Administrator

On behalf of the NDOT Highway Safety Office, I present to you the Annual Report for the 2024 federal fiscal year. The annual report showcases the work of our HSO team and the dedication they put into serving the public. Additionally, it shows the success of our highway safety plan, lessons learned and challenges to navigate over the next year.

During Fiscal Year FY2024, NDOT HSO allocated a total of \$7,548,682.70 from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405e, 405f and 1906 for a total of 531 grants. 43% 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.



Overall, FY2025 showed success for the state to achieve zero deaths. The legislature passed LB 530 in its annual session. Three key components of the bill expanded the move-over law to cover all stopped vehicles and

vulnerable road users, increased speeding fines and authorized NDOT to use digital or electronic speed limit signs to temporarily reduce speed limits during adverse weather and environmental conditions.

As we turn the page to FY2026, we look to build off our success and continue to make Nebraska's roadways safer for all users. NDOT HSO will continue to be good stewards of federal funds but find new and innovative ways to positively impact lives. We will strive to foster strong partnerships with safety advocates and adapt to the rapidly changing world in which we live.

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.

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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 are 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 they are negative.

Individual grants are awarded based upon the quality of problem identification and the 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 Executive Order # 13985 and the National Roadway Safety Strategy (NRSS). Given a growing body of evidence of racial and ethnic disparities in travel outcomes, 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 in State data as being overrepresented in crashes or underserved for highway safety information. In FARS, these groups represent 18% of fatalities but only 12.5% of the 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 the communities did to 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% 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 but represent 64% of fatalities according to the Nebraska State Crash Data. FARS most recent data, 2023 shows 57% of fatalities are not restrained and 71% 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 during our Highway Safety Summit held February 19, 2025, we had a session/workshop dedicated to Youth Public Participation and Engagement.
 - a) Gaining access to teenage drivers in an engaging setting has been very limited in the past so the HSO took advantage of our highway safety summit to invite 20 students from different schools to have a forum/discussion about teen driving behaviors/choices and what they suggest are the best methods to change behavior. This was an excellent engagement not only for our HSO staff but all our safety advocates, law enforcement personnel and everyone attending our HSO summit. The students were from 4 different schools in Nebraska. Grand Island, David City, Wahoo, and Holdrege.
- 2) The HSO contracted with Travelers Marketing to develop a program called Community Voices that engaged three diverse counties in Nebraska (York, Saline, and Douglas).

Locals help drive change on seatbelt use

About 75% of occupant fatalities in Nebraska are unbelted

BY HANNA CHRISTENSEN
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Nebraska has the second-lowest seat-belt usage rate in the country, and a new campaign aims to close that gap with the help of local voices.

The Nebraska Department of Transportation is launching a new seat belt campaign in Saline, Douglas and York counties. The campaign aims to boost seatbelt use, especially among male pickup truck drivers ages 18 to 55.

For pickup drivers, the national rate of seatbelt use is 83%, according to the National Highway Traffic Safety Administration (NHTSA). However, preliminary estimates from a survey by the University of Nebraska found that only about 61% of pickup drivers in Saline County wear their seatbelts.

Jeff Larason, program director for highway safety communications at Travelers Marketing, said about 75% of occupant fatalities in Nebraska are unbelted. This means people without a seatbelt are significantly more likely to be hurt or killed in a crash.

Larason said he and his colleagues met with community members from each of the campaign's counties to get a better understanding of why some people do not wear their seatbelts and to involve local people in the effort.

Larason said they found that some people who grew up on farms had their first driving experiences on farm equipment, which did not have seatbelts. They got used to that and did not start using seatbelts when they got on the road.

Other people said that they do not wear seatbelts because their parents and grandparents did not wear them. They



IMAGE COURTESY METRO

A campaign in Saline County promoting the use of seatbelts will feature radio messages, billboards, social media, digital advertising, community sponsorships and live events. Its message is "They built the road. You drive the future. Buckle up."

care about the past and the people who paved the road for them, so they mirror their relatives' habits.

However, Larason said it is important to remember that loved ones would always prefer their family members to be safe.

"Those people want you to make the right decision, and the right decision is to be safe and wear your seatbelt, not necessarily mirror that behavior," he said.

Jen Pospisil of Wilber helped gather about eight local people to meet at the Wilber Cultural Center and speak with Larason about the campaign.

Pospisil said Larason asked the participants about their seatbelt habits and what images and slogans resonated with them.

Pospisil said people in the group agreed on most topics, and many of them said they do not wear their seatbelts while in Wilber but wear them when they leave town.

"It was interesting to hear everybody's perspectives," she said. "Maybe that someone was in an accident and it saved their life and so that's why they wear their seatbelt as much as they do."

Crystal Avalos of Crete helped organize a group of 14 people who met at

the Crete Public Library. She said she emphasized the importance of ensuring different ethnicities and age groups were represented.

"I think like hearing it from someone who's an elder, like a grandma or grandpa, and seeing them get emotional about reckless driving or seeing their grandkids reckless driving, it leaves an impact," Avalos said.

Avalos said the group pointed out that some people try to flaunt with activities like car racing, and being reckless on the road does not consider all the efforts that the people who built the roads put forth. She said the group also agreed that telling stories that highlight the importance of seatbelt use, such as experiences with traumatic car accidents, is an effective way to get the message across.

Larason said letting community members lead the discussions on the message for the campaign was fascinating, and the process allowed him to understand communities more deeply.

"It's a tremendous learning experience for me to sort of recognize that what sometimes the 'experts' think is the best thing is not the best thing," he said. "Sometimes, the people have the ideas, and if we just sit down and talk to them and listen, then we'll come up with the best campaign."

Nebraska had 251 traffic deaths, 166 of which were on rural roads, in 2024. This is the highest number of deaths in a year in nearly two decades. Hopefully, campaigns like this can help change that.

The campaign will feature radio messages, billboards, social media, digital advertising, community sponsorships and live events. Its message is "They built the road. You drive the future. Buckle up."

"People put all this time and effort to make the roads beautiful," Avalos said. "What kind of people would we be if we mistreated it?"

- 3) The HSO attended over 10 public events in which we took the Seat Belt Persuader to interact and engage with the public.
 - a) These events included high school safety days, county fairs, Pro volleyball games, (Omaha Supernovas), Safety Saturday before Nebraska Cornhusker football game, and various city public safety fairs.
 - b) Along with engaging the public through education of why to wear your seat belt we also collected surveys. These surveys helped the HSO to gauge public behavior to develop strategies to foster better behavior.
- 4.) The HSO held an impaired driving assessment

a) The Nebraska Impaired Driving Task Force (NIDTF) was initially convened in April 2017 to discuss the 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 NIDTF represents many agencies across all geographic areas of the 10 State including law enforcement, driver licensing, treatment, highway safety, research, advocacy and non-profit groups whose missions include addressing impaired driving.

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.

Nebraska is predominantly rural with a population of 1.978 million people. Nebraska has 1.42 million licensed drivers and 2.5 million registered vehicles. Traffic crashes are a daily occurrence resulting in nearly 18,000 injured people annually. In CY2020, 29,418 crashes occurred, killing 233 people and injuring another 14,100 people. In CY2022, there were 244 fatalities and 227 in CY2023.

The HSO uses statewide observation surveys to determine seat belt usage for drivers and front seat passengers. Usage during the years 2021-2025 was observed at 81.2%, 76.3%, 77.3%, 80.2% and 81.7% respectively.

Unrestrained passenger vehicle occupant fatalities in all seating positions were 88, 90, 100, 76 and 85 in 2018-2022. (FARS data)

Child safety seat usage surveys conducted in 2016, 2017, 2018, 2021 and 2023 observed 98.4%, 97.0%, 97.4%, 73.7% and 87.3% respectively.

Alcohol was known to be involved in 65 (33.9 percent) of the 192 fatal crashes that occurred in Nebraska in CY2021. In CY2020, alcohol was involved in 469 (10.7 percent) of the 4,383 fatal, A and B injury crashes. Of the 1,175, fatal, A and B injury crashes occurring in the nighttime (6:00 p.m. – 5:59 a.m.), 299 (25.4 percent) involved alcohol.

Alcohol was known to be involved in 67, 68, 60, 71 and 65 fatalities from 2017-2021 out of 228, 230, 248, 233 and 221 total fatalities in 2017-2021. (66 per year fatality average)

Arrest and conviction totals for Driving Under the Influence are starting to level off (6,840, 6,426, 8,095, 8,844 and 8,460 arrests and 6,235, 6,186, 5,314, 6,505 and 6,234 convictions) from 2018 to 2022.

There were 112,058 licensed young drivers (between the ages of 16 and 20) in Nebraska in 2020. These drivers account for approximately 7.6 percent of the total licensed drivers in the state. However, this age group remains over-represented, 10.3% of fatal, A and B crashes and 8.4% of alcohol-related fatal, A and B crashes.

In 2020, bicyclists were involved in 174 crashes, in which 1 person was killed and 112 incurred type A or B injuries. Pedestrians were involved in 259 crashes, in which 16 people were killed and 147 incurred A or B injuries. 28 train/motor vehicle crashes occurred, in which 5 people received injuries. Motorcyclists were involved in 490 crashes, in which 34 people were killed and 326 incurred A or B injuries.

In CY2020, "Speed Too Fast for Conditions" and "Exceeding Speed Limit" were determined to be the major contributing human factors in 18 (8.3%) of the 217 fatal crashes that occurred in Nebraska. Those two speed related factors also accounted for 269 (6.1%) of the 4,383 A and B type injury crashes.

The fatal, A and B injury crash data for CY2025 are unavailable from the Nebraska Department of Transportation. The most current fatality data available has been used in results.

- In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- In 2024 the total of serious traffic injuries decreased by 7.1 percent from 1,276 (5-year rolling average in 2019-2023) to 1,186.
- In 2024 the trend for fatalities/100 VMT increased from 1.12 percent (5-year rolling average in 2019-2023) to 1.15.
- In 2024 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 31.4 percent from 97 (5-year rolling average in 2019-2023) to 128.
- In 2024 alcohol-impaired driving fatalities increased by 13.8 percent from 67 (5-year rolling average in 2019-2023) to 76.
- In 2024 speeding-related fatalities increased by 16.8 percent from 43 (5-year rolling average in 2019-2023) to 50.
- In 2024 motorcyclist fatalities increased by 23.1 percent from 26 (5-year rolling average in 2019-2023) to 32.
- In 2024 un-helmeted motorcyclist fatalities increased by 289.9 percent from 3 (5-year rolling average in 2019-2023) to 11.
- In 2024 the number of drivers age 20 and younger involved in fatal crashes increased by 5.3 percent from 34 (5-year rolling average in 2019-2023) to 36.
- In 2024 pedestrian fatalities increased by 23.6 percent from 18 (5-year rolling average in 2019-2023) to 22.
- In 2024 bicyclist fatalities increased by 122.2 percent from 1.8 (5-year rolling average in 2019-2023) to 4.
- In 2024 statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 3.8 percent from 77.3 percent (2023 result) to 80.2 percent.
- In 2024 fatal, A and B injury crashes increased by 15.2 percent from 5,292 (2019-2023 rolling average) to 6,096.
- In 2024 alcohol-impaired fatal, A and B crashes decreased by 60 percent from 407 (2019-2023 rolling average) to 163.

- In 2024 speed-related fatal, A and B crashes increased by 10 percent from 415 (2019-2023 rolling average) to 456. (improved crash record data since 2021 has affected this number)
- In 2024 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2019-2023 rolling average) to 1,198.
- In 2024 fatal, A and B crashes caused by all other factors increased by 22.5 percent from 4,470 (2019-2023 rolling average) to 5,477.
- In 2024 distracted driver fatal, A and B crashes decreased by 7.9 percent from 685 (5-year rolling average in 20219-2023) to 631.
- In 2024 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes decreased by 37.6 percent from 88 (5-year rolling average in 2019-2023) to 55.

NEBRASKA PRIORITY COUNTIES FOR FY2025									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
County	Congressional District	2023 FAB Crashes	* FAB Crash Rate	* Alcohol Rate	* Speed Rate	* Youth Rate	* All Other Factors Rate	* Low Occ/Prot Percentage	** 2023 Population
ADAMS	Three	98	41.13	0.00	5.46	9.23	35.68	61.02%	30,899
BUFFALO	Three	204	28.88	2.41	3.11	7.79	23.64	69.08%	50,697
CASS	One	73	14.98	4.92	2.46	3.90	9.44	58.42%	27,446
CEDAR	Three	35	24.75	0.71	0.71	6.36	23.34	51.35%	8,262
COLFAX	One	40	31.23	0.00	2.34	7.81	28.89	57.41%	10,566
DAKOTA	Three	61	30.24	1.49	4.96	6.45	24.79	65.28%	21,268
DAWSON	Three	78	15.43	0.40	1.58	3.36	13.65	60.75%	24,085
DODGE	One	139	35.96	0.00	3.88	7.76	32.08	72.57%	37,187
DOUGLAS	Two	1898	39.91	2.25	2.04	8.31	36.06	66.67%	589,540
GAGE	Three	46	19.55	0.43	1.28	4.25	17.85	61.82%	21,634
HALL	Three	204	28.51	0.00	2.66	8.52	25.85	62.79%	62,197
HAMILTON	Three	37	11.04	0.60	0.60	2.98	9.85	76.00%	9,537
LANCASTER	One	1250	46.69	0.41	3.36	12.51	43.11	79.61%	326,716
LINCOLN	Three	138	21.03	1.98	3.05	6.40	16.46	56.65%	33,365
MADISON	One	100	32.09	0.32	2.89	9.30	28.88	63.93%	383
OTOE	One	49	18.88	2.31	1.93	4.24	15.03	44.93%	16,335
PHELPS	Three	33	29.53	0.89	0.00	8.05	28.64	44.19%	9,057
PLATTE	One	128	38.73	0.00	3.03	12.40	35.70	70.73%	34,609
SALINE	Three	41	33.80	0.82	7.42	12.36	25.55	57.41%	14,555
SARPY	One/Two	382	24.38	0.19	2.30	5.42	22.02	75.99%	199,886
SAUNDERS	One	45	16.82	5.61	2.62	2.24	11.21	68.12%	23,463
SCOTTS BLUFF	Three	138	46.53	2.02	5.40	10.79	39.79	69.41%	35,699
SEWARD	One	83	19.43	0.23	2.11	3.75	17.09	86.61%	17,671
WASHINGTON	One	57	28.35	0.50	2.49	4.97	25.37	59.42%	21,152
YORK	Three	63	16.26	0.26	1.55	2.84	14.45	65.96%	14,356
25 County Population									1,640,565
Statewide Totals		6128	28.45	1.32	2.41	6.76	25.08	67.49%	1,978,379
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2023 Preliminary State Crash Data, 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 2023 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2023 Preliminary State Crash Data, Fatal, A and B Injuries Crashes.									
**U.S. Census Bureau Population estimate as of July 1, 2024.									
**Population information is used to document the percentage of state's population represented.									
Revised 6-24-2024									
Nebraska 2023 data is the most current data for the FY2025 Update to 24-26 Three HSP Plan & provided by: NDOT Highway Safety Office, Lincoln NE									

Fiscal Year 2025 Highlights

🔍 A total of 276 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 21,371 additional hours, 975 seat belt citations, 816 impaired driving arrests, 10,016 speeding citations and 45,752 total contacts.

☐ Mini-grant contracts were awarded to law enforcement agencies to purchase traffic safety equipment, 65 radars, 35 in-car cameras, 190 preliminary breath testers and 12 evidentiary breath testing units in support of enforcement.

☐ The 65 radar units awarded resulted in a total of 1047 speeding citations and 3,330 speeding warnings being issued.

☐ The 190 preliminary breath testing units resulted in 452 preliminary breath tests.

☐ The 35 in-car cameras awards were used to record 2,950 traffic stops.

☐ Twelve evidentiary breath testing units were awarded in FY25.

☐ There were 5 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 157 selective overtime hours, 325 businesses were checked, and 19 total citations were issued for a non-compliance rate of 5.8%.

☐ Twelve inspection stations were provided with funding to purchase 443 child safety seats for qualifying low-income families, serving 25 counties.

☐ In the fiscal year ending September 30, 2025, 75 of the 121 CPS technicians available to be recertified did so, a 62% recertification rate for Nebraska compared to the national average of 55.7%.

☐ Nebraska has 343 certified Child Passenger Safety (CPS) Technicians and 25 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 21 CPST Instructors. There were seven Child Passenger Safety Technician Training Courses held in FY25 and the Update in June 2025, in Hastings. Nebraska Added 43 new child passenger safety technicians through training in FY2025.

☐ A total of 48,250 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.

☐ Nine new Drug Recognition Experts completed all phases of DRE training and became certified. Fifty-five law enforcement officers were certified in ARIDE in 2025.

☐ The Nebraska Law Enforcement Training Center provided 19 law enforcement courses, radar, in-car camera, crash investigation, etc. to 1138 law enforcement personnel and 263 non-law enforcement personnel including preliminary breath testing, and evidentiary breath testing.

☐ There were two projects that did not expend any funds in FY2025: 402-25-10, 405c-25-22, 405d-25-13, and 405h-25-01. There are additional details on pages 37, 89, 118, and 134, with the project summaries but 402-25-10, Impaired PI&E did not incur any expenses due to adequate funding in the joint project 405d-25-06. 405c-25-22 Research & Improvement of Traffic Records Systems did not incur any expenditures and will not be a project for the fiscal year of 2026. 405d-25-13 wasn't funded due to staffing issues. 405h-25-01 wasn't funded due to staffing issues.

Results – Traffic Safety Performance (Core Outcome) Measures

HSP Traffic Safety Performance (Core Outcome) Measures For Nebraska (FARS)

Performance Measure Identifier		2021	2022	2023	2024
C-1	Traffic Fatalities+	221	244	226	252
C-2	Serious Traffic Injuries^	1186	1246	1263	1186
C-3	Fatalities Per 100 million VMT+	1.03	1.15	1.05	1.15
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	84	90	100	128
C-5	Alcohol-Impaired Driving Fatalities (BAC=,08+)***+	75	87	41	76
C-6	Speeding-Related Fatalities	41	43	42	50
C-7	Motorcyclist Fatalities+	21	29	22	32
C-8	Unhelmeted Motorcyclist Fatalities+	2	3	3	11
C-9	Drivers Age 20 and Younger in Fatal Crashes	30	35	35	36
C-10	Pedestrian Fatalities+	15	23	13	19
C-11	Bicyclist and Other Cyclist Fatalities	1	0	6	4
B-1	Observed Seat Belt Use~	81.2%	76.3%	77.3%	80.2%
~ Nebraska Seat Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS) +Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2023-2026. In order to stop the trend, a constant or improved target was applied to each year's projection to meet the BIL requirement that States must set performance targets that demonstrate constant or improved performance. (C1 & C3 are reduced by % from trend).					
Activity Performance Measures~		2021	2022	2023	2024
A-1	Seat Belt Citations Issued During Grant Funded Enforcement Activities (FY)	647	522	659	699
A-2	Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)	6,707	5,855	8,272	8,301
A-3	Impaired Driving Arrests During Grant-Funded Enforcement Activities (FY)	799	592	875	808
~Source: NDOT-HSO - Annual Grant Reports					
Fatal, A and B Injury Crash Targets		2021	2022	2023	2024
	Fatal, A and B Injury Crashes+	5,421	5,657	6,138	6,096
	Alcohol-Impaired Fatal, A and B Injury Crashes	464	454	178	163
	Speed-Related Fatal, A and B Injury Crashes	505	473	526	456
	Youth-Involved Fatal, A and B Injury Crashes	1,327	1,417	1,501	1,198
	All Other Factors - Fatal, A and B Injury Crashes+	4,452	4,730	5,434	5,477
	** Distracted Driver Fatal, A and B Injury Crashes+	553	609	698	631
	Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	110	119	97	55
Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOT) * *Distracted Driving includes Following Too Closely, Inattention, Mobile Phone Distraction, Distracted - Other					

C-1 Traffic Fatalities

Target: To decrease the increasing trend for traffic fatalities by maintaining a constant trend of less than 235 (5 year rolling average in 2019-2023) through December 31, 2025 and December 31, 2026.

Result: In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.

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 stakeholders for a hands-free bill for Nebraska.

C-2 Serious Traffic Injuries

Target: To decrease serious traffic injuries by 6 percent from 1,233 (5-year rolling average in 2020-2024) to 1,208 by December 31, 2025, and by 16.8 percent to 1,183 by December 31, 2026.

Result: In 2024 the total of serious traffic injuries decreased by 7.1 percent from 1,276 (5-year rolling average in 2019-2023) to 1,186.

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 stakeholders for a hands-free bill for Nebraska.

C-3 Fatalities per VMT

Target: To decrease the increasing trend of fatalities/100 VMT by maintaining a constant trend of 1.12 percent (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 the trend for fatalities/100 VMT increased from 1.12 percent (5-year rolling average in 2019-2023) to 1.15.

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 stakeholders for a hands-free bill for Nebraska.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities

Target: To decrease the increasing trend of unrestrained passenger vehicle occupant fatalities in all seating positions by maintaining a constant trend of 105 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 31.4 percent from 97 (5-year rolling average in 2019-2023) to 128.

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.

C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)

Target: To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 70 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 alcohol-impaired driving fatalities increased by 13.8 percent from 67 (5-year rolling average in 2019-2023) to 76.

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 exploring an impaired driving summit with key stakeholders to reduce fatalities and serious injuries.

C-6 Speeding-Related Fatalities

Target: To decrease the increasing trend of speeding-related fatalities by maintaining a constant trend of 43 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 speeding-related fatalities increased by 16.8 percent from 43 (5-year rolling average in 2019-2023) to 50.

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 awareness of the speeding issue by placing a media campaign and funding overtime enforcement. The loaner speed trailers will be promoted to always be in use.

C-7 Motorcyclist Fatalities

Target: To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 27 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 motorcyclist fatalities increased by 23.1 percent from 26 (5-year rolling average in 2019-2023) to 32

Adjustment: In FY2026, the HSO will refresh and increase the media campaign to promote motorcycle driver training, wear a helmet and obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. Additionally, HSO will promote motorcycle safety training classes through the DMV.

C-8 Un-helmeted Motorcyclist Fatalities

Target: To decrease the increasing trend for un-helmeted motorcyclist fatalities by maintaining a constant trend of 5 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 un-helmeted motorcyclist fatalities increased by 289.9 percent from 3 (5-year rolling average in 2019-2023) to 11

Adjustment: In FY2026, the HSO will refresh and increase the media campaign to promote motorcycle driver training, wear a helmet and obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. Additionally, HSO will promote motorcycle safety training classes through the DMV.

C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

Target: 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 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 the number of drivers age 20 and younger involved in fatal crashes increased by 5.3 percent from 34 (5-year rolling average in 2019-2023) to 36.

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 stakeholders for a hands-free bill for Nebraska.

C-10 Pedestrian Fatalities

Target: To decrease the increasing trend of pedestrian fatalities by maintaining a constant trend of 18 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 pedestrian fatalities increased by 23.6 percent from 18 (5-year rolling average in 2019-2023) to 22.

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

C-11 Bicyclist Fatalities

Target: To decrease the increasing trend of bicyclist fatalities by maintaining a constant trend of 2 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 bicyclist fatalities increased by 122.2 percent from 1.8 (5-year rolling average in 2019-2023) to 4.

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

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

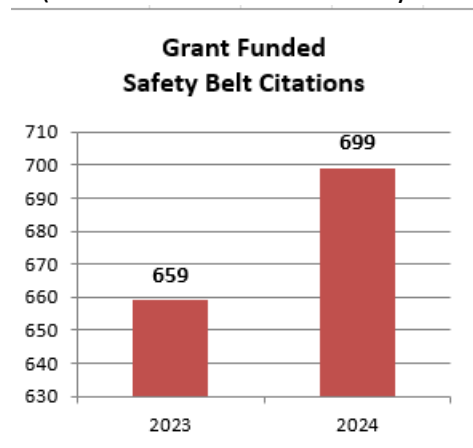
Target: To maintain the increasing trend of statewide observed seat belt use of front seat outboard occupants in passenger vehicles by maintaining a constant trend of 80.2 percentage points (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 3.8 percent from 77.3 percent (2023 result) to 80.2 percent.

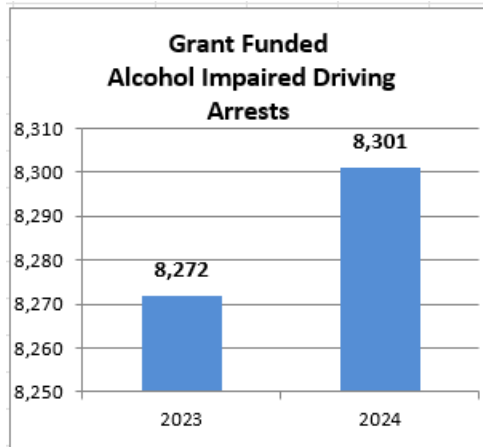
Adjustment: In FY2026, the HSO will continue to increase participation in the High Visibility Enforcements. The HSO is engaging with teen-drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. Additional projects are being awarded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

Results - Activity Performance Measures

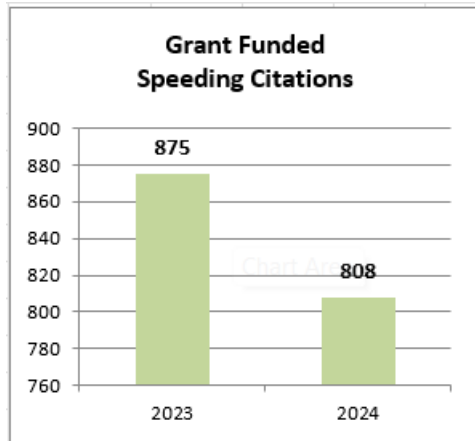
A-1) Seat Belt Citations Issued During Grant-Funded Enforcement Activities
(State Grant-Funded Data by Fiscal Year)



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)

Fatal, A and B Injury Crash Targets	2021	2022	2023	2024
Fatal, A and B Injury Crashes+	5,421	5,657	6,138	6,096
Alcohol-Impaired Fatal, A and B Injury Crashes	464	454	178	163
Speed-Related Fatal, A and B Injury Crashes	505	473	526	456
Youth-Involved Fatal, A and B Injury Crashes	1,327	1,417	1,501	1,198
All Other Factors - Fatal, A and B Injury Crashes+	4,452	4,730	5,434	5,477
**Distracted Driver Fatal, A and B Injury Crashes+	553	609	698	631
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	110	119	97	55

Target: To decrease the increasing trend of fatal, A, and B crashes by maintaining a constant trend of 5,539 (2020-2024 rolling average) through December 31, 2025, and December 31, 2026.

Result: In 2024 fatal, A and B injury crashes increased by 15.2 percent from 5,292 (2019-2023 rolling average) to 6,096.

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 stakeholders for a hands-free bill for Nebraska.

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

Target: Reduce alcohol-impaired fatal, A, and B crashes by 8.1 percent from 346 (2020-2024 rolling average) to 318 by December 31, 2025, and by 20.7 percent to 274 by December 31, 2026.

Result: In 2024 alcohol-impaired fatal, A and B crashes decreased by 60 percent from 407 (2019-2023 rolling average) to 163.

Speed-Related Fatal, A And B Injury Crashes (State Crash Data)

Target: To decrease the increasing trend of speed-related fatal, A, and B crashes by maintaining a constant trend of 446 (2020-2024 rolling average) through December 31, 2025, and December 31, 2026.

Result: In 2024 speed-related fatal, A and B crashes increased by 10 percent from 415 (2019-2023 rolling average) to 456. (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 awareness of the speeding issue by placing a media campaign and funding overtime enforcement. The loaner speed trailers will be promoted to always be in use.

Youth-Involved Fatal, A And B Injury Crashes (State Crash Data)

Target: To decrease the increasing trend of youth-involved fatal, A, and B crashes by maintaining a constant trend of 1,328 (2020-2024 rolling average) through December 31, 2025, and December 31, 2026.

Result: In 2024 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2019-2023 rolling average) to 1,198.

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 stakeholders for a hands-free bill 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 4,748 (2020-2024 rolling average) through December 31, 2025, and December 31, 2026

Result: In 2024 fatal, A and B crashes caused by all other factors increased by 22.5 percent from 4,470 (2019-2023 rolling average) to 5,477

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 stakeholders for a hands-free bill 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: Reduce distracted driver fatal, A and B crashes by 10.1 percent from 643 (5-year rolling average in 2020-2024) to 578 by December 31, 2025, and by 18.4 percent to 525 by December 31, 2026.

Result: In 2024 distracted driver fatal, A and B crashes decreased by 7.9 percent from 685 (5-year rolling average in 2019-2023) to 631.

Nighttime (6 P.M. – 6 A.M.) Unrestrained Fatalities in Fatal Crashes* (State Crash Data)

*Includes Not Used and Unknown

Target: To decrease the increasing trend of nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by maintaining a constant trend of 89 (5-year rolling average in 2020-2024) through December 31, 2025, and December 31, 2026.

Result: In 2024 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes decreased by 37.6 percent from 88 (5-year rolling average in 2019-2023) to 55.

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 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 Communications and Media Plan

Paid Media

In FY2024, the Nebraska Department of Transportation - Highway Safety Office (HSO) used NHTSA funding to support paid media marketing and messaging activities for several identified traffic safety priorities. 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.

- 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 FY2025, 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 Safety



Public Information & Education (PI&E) Materials

In FY2025, 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.

Earned Media

In FY2025, 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/>

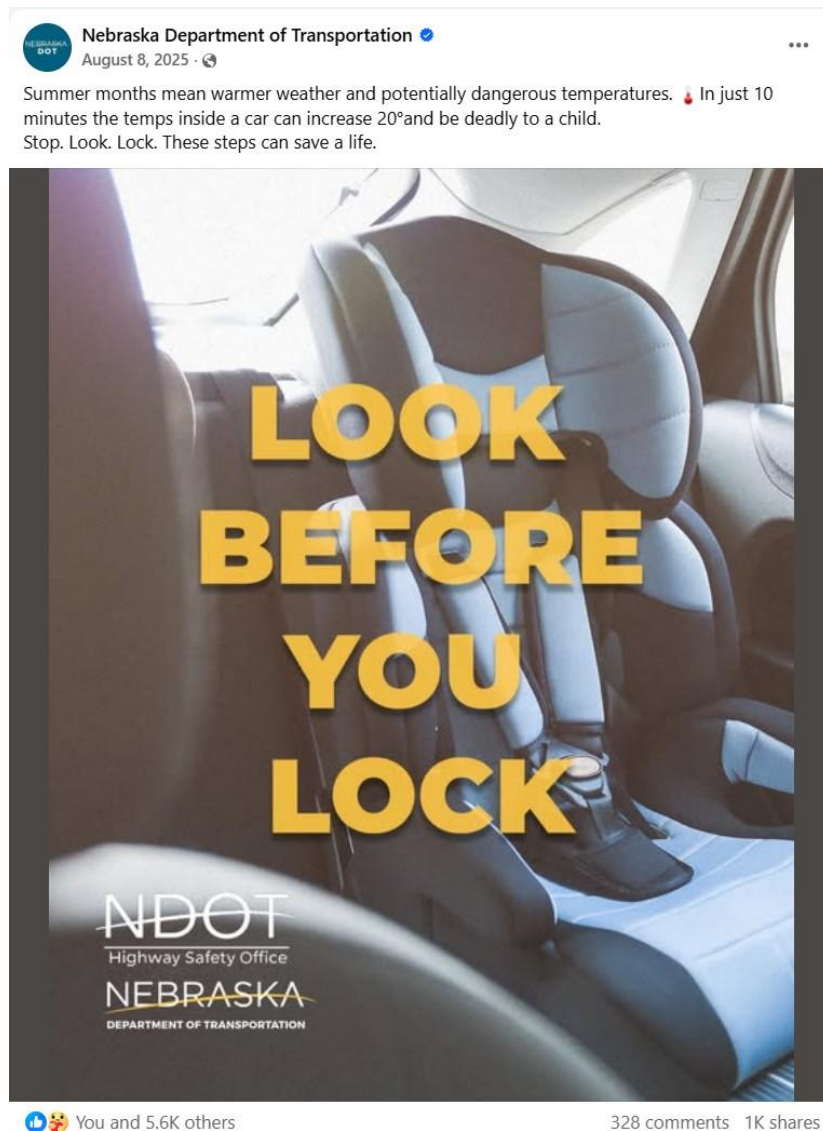
By reputation, the HSO continues to be the recognized state source for traffic safety information by all news media (print and electronic). The HSO is recognized as the best source for traffic safety-related data and information. The HSO continues to collect, present, and deliver traffic safety-related 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 social platforms (Facebook, Twitter, and Instagram) and with web sites. The HSO used a social marketing team for targeted months (i.e., Heat Stroke Safety, 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 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.



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 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, but also 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 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.
- 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 2024 CIOT	Dec/Jan 2024/2025 DSGPO	May 2025 CIOT	Aug/Sept 2025 DSGPO	April 2025 UDUTUP
Aurora Police Department		x	x	x	x
Beatrice Police Department	x	x			
Blair Police Department			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
Crete Police Department		x			
David City Police Department	x				x
Falls City Police Department		x		x	x
Fremont Police Department			x		x
Gering Police Department		x		x	
Gothenburg Police Department				x	
Grand Island Police Department	x	x	x		
Hastings Police Department	x		x		
Holdrege Police Department	x	x	x	x	x
Imperial Police Department			x		
Kearney Police Department	x	x		x	x
La Vista Police Department	x	x	x	x	x
Lexington Police Department	x				
Lincoln Police Department	x	x	x	x	x
McCook Police Department	x	x	x	x	
Milford Police Department	x	x		x	
Nebraska City Police Department	x	x	x	x	x
Norfolk Police Department	x		x		
North Platte Police Department	x	x	x	x	
Ogallala Police Department	x			x	
Omaha Police Department	x	x	x	x	
O'Neill Police Department	x	x	x	x	
Papillion Police Department		x		x	x
Plattsmouth Police Department	x	x	x	x	x
Ralston Police Department	x	x	x	x	x
Schuyler Police Department		x	x	x	
Scottsbluff Police Department	x				
South Sioux City Police Department			x		
West Point Police Department		x			
York Police Department	x	x			
Total Agencies Participating	21	25	21	22	14

Agency	Nov/Dec 2024 CIOT	Dec/Jan 2024/2025 DSGPO	May 2025 CIOT	Aug/Sept 2025 DSGPO	April 2025 UDUTUP
Adams County Sheriff's Office	x				x
Box Butte County Sheriff's Office		x			
Boyd County Sheriff's Office		x			
Buffalo County Sheriff's Office	x				x
Burt County Sheriff's Office			x		
Cass County Sheriff's Office		x	x	x	x
Clay County Sheriff's Office			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	
Douglas County Sheriff's Office	x	x	x	x	x
Franklin County Sheriff's Office				x	
Gage 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
Johnson County Sheriff's Office	x			x	
Keith County Sheriff's Office		x			
Lancaster County Sheriff's Office	x	x	x	x	x
Lincoln County Sheriff's Office	x	x	x		
Logan County Sheriff's Office	x				
Loup County Sheriff's Office					x
Madison County Sheriff's Office	x			x	
McPherson County Sheriff's Office				x	
Merrick County Sheriff's Office				x	
Nemaha County Sheriff's Office	x	x	x	x	
Otoe County Sheriff's Office	x	x	x	x	x
Pawnee County Sheriff's Office					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	
Saline County Sheriff's Office	x	x			x
Sarpy County Sheriff's Office		x	x	x	
Saunders County Sheriff's Office		x	x	x	x
Scotts Bluff County Sheriff's Office	x	x	x		
Seward County Sheriff's Office		x			
Sherman County Sheriff's Office	x	x	x	x	
Thurston County Sheriff's Office	x	x		x	
Valley County Sheriff's Office	x	x	x	x	x
Washington County Sheriff's Office	x	x	x		x
Webster County Sheriff's Office	x	x	x	x	
York County Sheriff's Office	x	x		x	x
Total Agencies Participating	28	28	24	25	19

	CIOT Nov 2024	DSGPO Dec/Jan 2024/2025	CIOT May 2025	DSGPO Sept 2025	UDUTUP April 2025	Others	Combined
Agencies	53	55	46	48	35	58	295
Mini Grants	48	49	42	43	28	50	260
Checkpoints	5	0	4	0	0	0	9
Hours	3,805	4,390	4,388	2,868	2,046	3,874	21,371
Speeding	1,620	1,564	2,195	1,253	870	2,514	10,016
Seat Belt	275	69	402	59	87	83	975
DWI	138	253	129	174	33	89	816
Total Citations	3,830	4,263	5,520	3,146	2,136	4,420	23,315
Total Contacts	7,466	9,526	10,437	6,468	4,123	7,732	45,752

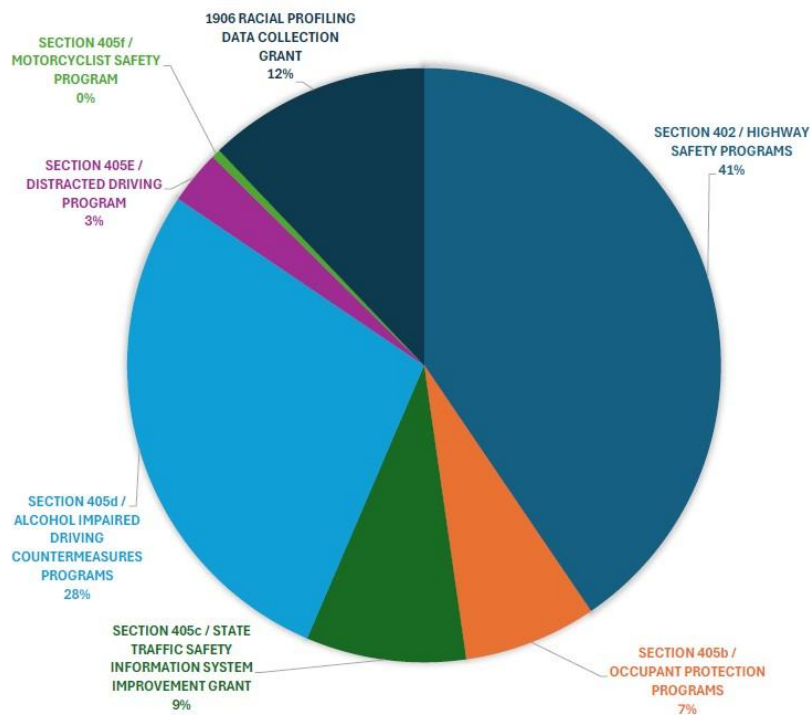
Financial Summary

Summary Of Fiscal Year 2024 Countermeasure Programs

FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2025 COUNTERMEASURE PROGRAMS

		Local %
SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$4,021,605.23	54.87%
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$716,709.28	
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$865,716.40	
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$ 2,781,424.54	
SECTION 405E / DISTRACTED DRIVING PROGRAM	\$289,877.77	
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$48,045.08	
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$1,204,187.98	
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$7,548,682.70	



Project Description/Summaries by Program Areas

Section 402 State and Community Highway Safety Projects by Program Area

Planning And Administration Program Area (402-25-01)

Section 402: \$102,639.58 State: \$102,630.92 Total Cost: \$205,261.50

This project provided salary, benefits, travel, office expenses, training, memberships, etc. to perform the administrative, accounting, and staff assistant functions required to conduct the activities outlined in Nebraska's Performance-Based Triennial Highway Safety Plan.

Strategies and Activities:

- To provide direct supervisory and management responsibility for the Highway Safety Plan by the Administrator. Completed on a daily basis.
- To provide coordination and support for all contractors and partners both external and internal receiving federal highway safety funds. Provide for the administrative activity, coordination of highway safety activity, and technical support of federal highway safety funds allocated to Nebraska.
- Determined Nebraska's traffic problems, targets, and project/activity/program emphasis in the planning process of the Nebraska Performance-Based Triennial Highway Safety Plan. Completed prior to submitting the FY2026 HSP.
- The Fiscal Year 2026 (FY2025) HSP was completed and submitted to the National Highway Traffic Safety Association (NHTSA) Region 7 Office on August 1, 2025. The annual observation Nebraska safety belt use survey was completed in July 2025.
- Prepared problem identification, performance target selection, and program, project and activity selection process for the Nebraska Performance-Based Triennial Highway Safety Plan. Completed prior to solicitation of projects.
- Solicited, negotiated, and processed projects in identified priority locations to meet the performance targets within the Nebraska Performance-Based Triennial Highway Safety Plan. Completed prior to submission of the FY2026 HSP.
- Provided presentation to and attended/participated in highway safety seminars, conferences, workshops, meetings, training, and provided the news media information and data pertaining to traffic safety.

Occupant Protection Program Coordination (402-25-03)

Section 402: \$44,765.04

The objective of this project is to provide salary, benefits, travel, office expenses, etc. for HSO staff to conduct the activities outlined in Nebraska's "Performance-Based" Strategic Triannual Safety Plan, for October 1, 2025, through September 30, 2026.

Strategies and Activities:

- Provided coordination support and assistance to occupant protection projects involving funds from federal Section 402 and 405b funds. Funding was provided for salaries and benefits, travel expenses, etc.

- Conduct desk monitoring and on-site visits to occupant protection projects. The following occupant protection projects were targeted: Occupant Protection Program Coordination/HSO; Occupant Protection Public Information and Education/HSO, Road Safety – Employers and Employees Education Program/Nebraska Safety Council; Traffic Safety Coalition Support/National Safety Council, Nebraska, Child Passenger Safety Training (405b), Occupant Protection Public Information and Education (405b), Child Passenger Safety Child Safety Seats Purchase and Distribution (405b), Occupant Protection Information System (405b), and Occupant Protection High Visibility Enforcement (405b).
- Assisted and provided technical occupant protection data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc. ongoing, as needed.
- Attend highway safety seminars, conferences, workshops, meetings, training, etc. to promote occupant protection of updated information. Highway Safety personnel attended and/or participated in the following activities:
 - O NHTSA Region 7 Child Passenger Safety (CPS) conference calls
 - O Brain Injury Association of Nebraska, Board of Directors' Meeting - Lincoln, NE
 - O Drive Smart Nebraska Coalition Meetings
 - O Child Passenger Safety Advisory Committee Meeting
 - O Coordinated and attended Child Passenger Safety Update
 - O Coordinated Child Passenger Safety classes in Lincoln, Omaha, Hastings, and York.
 - O DHHS, Nebraska Safety Council Meetings
 - O Training completed.
 - O Occupant Protection Plan Work Group Meeting
 - O Advertising meetings
 - O CIOT Press event and planning
 - O Midwest Regional CPS Conference and planning
 - O OWH PI & E advertising meetings
 - O PBA PI & E advertising meetings
 - O Seat belt coalition meetings

Perform all routine HSO activities and assignments regarding occupant protection requests, surveys, reports, etc.

- O Completed mini-grant contracts regarding occupant restraint requested by law enforcement agencies, organizations, schools and other non-profits.
- O Communicated "Click It or Ticket" Mobilization packets and press releases.
- O Processed mini-grant contracts for child safety seats.
- O Reviewed permanent inspection station applications, posted child safety seat inspection stations on the website, processed mini-grant contract applications for child passenger seats and inspection station sites.
- O Processed mini-grant contract for seat belt and child safety seat observation surveys.
- O Deliver and pick up car seats for CPS Technician training.

Occupant Protection Public Information & Education (402-25-04)

Section 402: \$ 565,683.42

This project provided occupant protection information and educational messaging to increase the knowledge of the public regarding the safety benefits of using occupant restraints in all seating positions.

Provide support for occupant protection enforcement activities and community events to increase seat belt usage (community seat belt surveys, school-based OP surveys, health fairs, CPS child safety seat checks). Increase target reach of individuals and parents (14-50 years of age). Public information and education will be carried out through expanded social media platforms, television, radio, billboards, print, vehicle wrap and digital marketing, as well as high school, collegiate and professional sports avenues. Additionally, it works with the Drive Smart Nebraska Coalition and other key partners (law enforcement, nonprofits, employers, schools, school-based clubs and health departments) to provide education and/or mini grants, in our target counties.

Strategies:

Provide funding for the development/creation/production/implementation of occupant protection messaging to target audience, (14-50 years of age) individuals and parents, emphasizing occupant protection in all seating positions. Completion Date: September 30, 2026

Provide mini-grant awards/contracts to a diverse group of agencies, non-profit, local health departments and businesses. Completion Date: September 30, 2026

Provide funding for educational activities and resources to support increased education, for occupant protection, in the priority counties. Completion Date: September 30, 2026

Activities:

Kearney Police Department, Seat Belt Persuader, \$7,500.

Playfly, FY25 Nebraska Athletics Sponsorship, split with 405d-25-06 50/50 split, \$465,301.50 per project. OOH Squad, Truck side Advertising – \$17,500.00

Playfly, FY25 Nebraska Athletics Sponsorship, split with 405d-25-06 50/50 split, \$465,301.50 per project. Travelers' Marketing, Community Voices for Road Safety, split 50/50 with 405b-25-10 \$75,000.00 per project. Douglas, York, and Saline counties, 22-week development timeline.

Occupant Protection/High Visibility Enforcement (402-25-05)

Section 402: 337,673.33

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 will be provided with funding assistance for the overtime salaries

Strategies:

The NDOT-HSO entered into mini grant contracts with law enforcement agencies to provide funding assistance for overtime salaries for the high visibility occupant restraint selective overtime enforcement activity. Approximately 60 mini grant contracts will be entered in with law enforcement agencies. The following requirements will apply to the mini grant contracts:

Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.

Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information.

The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem must be included.

Regular traffic enforcement activities by the local agency must remain at the current level. The selective overtime mini grant contract must be in addition to the normal traffic enforcement activities.

The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post-news release must be issued.

A copy of the agency's seat belt and drug free workplace policy must be on file with the NDOT-HSO

An activity report and project summary must be submitted with the reimbursement request.

To ensure compliance with the pre- and post- award requirements, the following requirements were outlined in the mini-grant contracts:

Completed Mini-Grant Contract Claim Form

Grant Funded Activity Summary sheet

Press Releases published: Pre - Before and Post - After enforcement, may use Social Media Posts.

Payroll Records (check stubs) showing:

Current pay rate

Overtime pay rate

Hours and overtime wages paid to officers participating in HVE

Time sheets/records showing:

Time stamps that each officer worked to and from

Chart A: Buckle UP, Every Trip, Every Time High Visibility Enforcement Mobilization from Nov. 23 – Dec. 1, 2025*Make it Click High Visibility Enforcement Mobilization from May 12 – June 1, 2025**

Chart A

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
402-25-05-01	Buffalo County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	36	28	\$1,783.64
402-25-05-02	Colfax County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	45	20	\$1,883.40
402-25-05-03	Douglas County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	100	79	\$5,675.00
402-25-05-04	Grand Island Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	137	277	\$9,087.33
402-25-05-05	Hall County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	102	49	\$5,777.31
402-25-05-06	Hastings Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	36	19	\$2,146.14
402-25-05-07	Holdrege Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	11	2	\$522.10
402-25-05-08	Johnson County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	49	46	\$2,358.51

402-25-05-09	La Vista Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	40	36	\$2,933.97
402-25-05-10	Lancaster County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	149	134	\$9,923.23
402-25-05-11	McCook Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	10	27	\$540.24
402-25-05-12	Nebraska City Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	110	35	\$6,472.15
402-25-05-13	Nemaha County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	54	23	\$2,500.00
402-25-05-14	Ogallala Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	25	9	\$1,072.64
402-25-05-15	Omaha Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	184	574	\$14,066.05
402-25-05-16	O'Neill Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	16	5	\$848.00
402-25-05-17	Papillion Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	63	75	\$5,578.08
402-25-05-18	Phelps County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	34	9	\$1,735.76
402-25-05-19	Platte County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	71	54	\$4,086.55
402-25-05-20	Ralston Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	18	19	\$1,049.06
402-25-05-21	Richardson County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	272	120	\$7,939.24
402-25-05-22	Saunders County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	37	182	\$2,700.00
402-25-05-23	Scotts Bluff County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	93	58	\$5,942.83
402-25-05-24	Thurston County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	65	8	\$2,763.33
402-25-05-25	Valley County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	29	24	\$1,365.75
402-25-05-26	Washington County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	82	70	\$6,606.28
402-25-05-27	Webster County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	65	21	\$3,386.89
402-25-05-28	York Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	51	21	\$2,852.03
402-25-05-29	Otoe County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	38	11	\$2,012.22
402-25-05-30	Beatrice Police Department	"Make it Click" Nov. 23 - Dec. 1, 2024	37	19	\$3,052.99
402-25-05-31	Gage County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	5	0	\$232.50
402-25-05-32	Sarpy County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	107	62	\$4,901.08
402-25-05-33	Dakota County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	176	55	\$9,709.16
402-25-05-34	Sherman County Sheriff's Office	"Make it Click" Nov. 23 - Dec. 1, 2024	65	7	\$2,598.74
402-25-05-35	Blair Police Department	"Make it Click" May 12 - Jun. 1, 2025	20	4	\$1,387.56
402-25-05-36	Broken Bow Police Department	"Make it Click" May 12 - Jun. 1, 2025	25	1	\$1,124.65
402-25-05-37	Burt County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	72	26	\$2,838.00
402-25-05-38	Clay County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	42	7	\$2,079.80
402-25-05-39	Colfax County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	115	43	\$4,897.60
402-25-05-40	Columbus Police Department	"Make it Click" May 12 - Jun. 1, 2025	70	32	\$4,123.76
402-25-05-41	Dakota County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	352	74	\$17,935.96
402-25-05-42	Douglas County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	126	129	\$7,500.00
402-25-05-43	Fremont Police Department	"Make it Click" May 12 - Jun. 1, 2025	139	96	\$9,000.00
402-25-05-44	Grand Island Police Department	"Make it Click" May 12 - Jun. 1, 2025	145	352	\$9,189.51
402-25-05-45	Hall County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	91	38	\$5,500.00
402-25-05-46	Hamilton County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	15	67	\$663.38
402-25-05-47	Hastings Police Department	"Make it Click" May 12 - Jun. 1, 2025	165	116	\$9,786.67
402-25-05-48	Holdrege Police Department	"Make it Click" May 12 - Jun. 1, 2025	13	8	\$620.26
402-25-05-49	La Vista Police Department	"Make it Click" May 12 - Jun. 1, 2025	48	45	\$2,986.13
402-25-05-50	Lancaster County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	174	184	\$11,625.28

402-25-05-51	McCook Police Department	"Make it Click" May 12 - Jun. 1, 2025	35	53	\$1,920.45
402-25-05-52	Nebraska City Police Department	"Make it Click" May 12 - Jun. 1, 2025	96	19	\$6,063.92
402-25-05-53	Nemaha County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	95	44	\$4,500.00
402-25-05-54	Omaha Police Department	"Make it Click" May 12 - Jun. 1, 2025	268	861	\$22,513.89
402-25-05-55	O'Neill Police Department	"Make it Click" May 12 - Jun. 1, 2025	38	16	\$1,722.50
402-25-05-56	Otoe County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	32	36	\$1,678.70
402-25-05-57	Papillion Police Department	"Make it Click" May 12 - Jun. 1, 2025	142	137	\$10,602.79
402-25-05-58	Phelps County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	30	28	\$1,108.62
402-25-05-59	Platte County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	99	88	\$6,000.00
402-25-05-60	Ralston Police Department	"Make it Click" May 12 - Jun. 1, 2025	12	49	\$669.32
402-25-05-61	Richardson County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	124	77	\$5,388.48
402-25-05-62	Sarpy County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	107	45	\$5,073.80
402-25-05-63	Saunders County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	17	219	\$1,135.48
402-25-05-64	Schuyler Police Department	"Make it Click" May 12 - Jun. 1, 2025	60	86	\$3,527.97
402-25-05-65	Scotts Bluff County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	219	76	\$13,686.16
402-25-05-66	Sherman County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	89	6	\$2,986.08
402-25-05-67	South Sioux City Police Department	"Make it Click" May 12 - Jun. 1, 2025	120	114	\$7,035.99
402-25-05-69	Valley County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	51	48	\$2,473.50
402-25-05-70	Washington County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	46	43	\$3,153.79
402-25-05-71	Webster County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	66	10	\$3,437.68
402-25-05-72	Buffalo County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	50	28	\$3,017.83
402-25-05-73	Franklin County Sheriff's Office	"Make it Click" May 12 - Jun. 1, 2025	65	11	\$2,614.62
			5885	5494	\$337,672.33

Highway Safety Conference (402-25-06)

Section 402: \$23,279.37

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 19-20, 2025, 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.

Felony Motor Vehicle Prosecution Unit (402-25-08)

Section 402: \$200,000

The Felony Motor Vehicle Prosecution Unit (FMVPU) for fiscal year 2025 saw a transition of staff attorneys. Starting the grant year, the unit consisted of Ryan Lindberg, Lindsey Grove and Mike Murer. By the end of the grant year, the unit consisted of Lindsey Grove, Doug Amen and Eric Fabian. This unit not only expedited DUI and motor vehicle cases to specialized prosecutors but implemented policy for the structured and standardized handling of DUI cases. 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 this specialized unit, the number of such reductions have been greatly reduced with limited use only in warranted circumstances.

The 24/7 program started by the Douglas County Department of Corrections (DCC) in 2016 continued to benefit the FMVPU. Under this program, defendants arrested for felony DUIs still have their sobriety actively monitored as a

condition of their bond should they be released from the DCC custody. Defendants must submit to twice daily alcohol testing or, alternatively, wear a CAM/SCRAM bracelet. Successful participation in the 24/7 program has been effectively incorporated as a factor in determining if a felony DUI would be considered for reduction to a misdemeanor DUI. As such, this program expanded the scope of DUI cases potentially eligible for lesser charges at the discretion of the FMVPU. Additionally, the FMVPU handled cases involved in the Douglas County Veterans Treatment Court, which has begun to accept more DUI cases when appropriate. If a defendant successfully completes the 18-24 month Veterans Treatment Court Program, then that veteran's felony DUI is reduced to a misdemeanor. Additionally, there continued to be several motor vehicle homicide cases prosecuted by the FMVPU, which by statute are misdemeanor crimes. While these effectively reduce the unit's overall felony motor vehicle conviction rate, by law such misdemeanor convictions are appropriate under the particular circumstances of each individual case. The FMVPU continued to maintain contact with law enforcement to consult on active investigations and keep law enforcement agencies updated on any changes in the law.

Our FY2025 highlights include: Over the course of this grant period, the team noted a continuation of high rates of motor vehicle fatalities, both in way of MVH and LSPIA-Death. Ryan and Lindsey prosecuted a high-profile reckless driving manslaughter case. The jury found the defendant guilty after a two-week trial. He was sentenced to a 10-14 year term of incarceration. On another high-profile case with national attention, Ryan handled the extradition process of a defendant who fled to Honduras after being charge in 2016 with MVH-DUI. Lindsey appeared at the bond setting where the defendant's bond was set at \$100 million upon the State's request. Both Lindsey and Doug handled defense Motions to Transfer to Juvenile on fatality cases – the Court ruled in the State's favor on one and the other is currently under advisement. Lindsey participated as a panel member on impaired driving prosecution for NDOT – HSO. Additionally, throughout this fiscal year, the FMVPU obtained significant prison sentences in fatality cases for alcohol-related MVH-F and Manslaughter convictions.

From fiscal year 2023 through fiscal year 2025, the work of the DCAO's FMVPU yielded the following:

	<u>FISCAL YEAR 2023</u> 10/1/2022 9/30/2023	<u>FISCAL YEAR 2024</u> 10/1/2023 9/30/2024	<u>FISCAL YEAR 2025</u> 10/1/2024 9/30/2025
Overall Cases Charged <i>(felony DUI, ODR, MVH, Tampering Interlock, misd MVH)</i>	187 <i>(closed)</i> 105 <i>(pending)</i> 292 <i>(total)</i>	176 <i>(closed)</i> 118 <i>(pending)</i> 294 <i>(total)</i>	181 <i>(closed)</i> 104 <i>(pending)</i> 285 <i>(total)</i>
Overall Convictions	187 (98%) 145 felony (78%) 42 misd (22%)	176 (98%) 140 felony (80%) 36 misd (20%)	181 (97%) 150 felony (83%) 31 misd (17%)
DUI Cases Charged	116 <i>(closed)</i> 54 <i>(new open)</i> 170 <i>(total)</i>	97 <i>(closed)</i> 67 <i>(new open)</i> 166 <i>(total)</i>	97 <i>(closed)</i> 64 <i>(new open)</i> 161 <i>(total)</i>
DUI Convictions	116 (100%) 87 felony (75%) 29 misd (25%)	97 (100%) 73 felony (75%) 24 misd (25%)	88 (99%) 71 felony (81%) 17 misd (19%)

The overall conviction rate for all motor vehicle offenses was **97%** for the fiscal year 2025 (decreased slightly from 98% the prior year).

For all motor vehicle convictions, the breakdown of felony versus misdemeanor convictions is **83% felony** (*increased* from 80% the prior year) and 17% misdemeanor.

The overall DUI conviction rate was **99%** for the fiscal year 2025 (decreased slightly from 100% the prior year).

For all DUI convictions, the breakdown of felony versus misdemeanor convictions is **81% felony** (*increased* from 75% the prior year) and 19% misdemeanor.

There was a reduction in Douglas County of fatal, A and B injury crashes in 2020. There were 1,501 crash incidents in 2019 and only 1,316 in 2020.

There was a reduction in alcohol-impaired fatal, as well as alcohol-related A and B crashes, from 168 (year 2019) to 124 (year 2020).

Impaired Driving Program Coordinator (402-25-09)

Section 402: \$104,530.29

The objective of this project is to provide salary, benefits, travel, office expenses, etc. for the HSO staff to conduct the activities outlined in the Nebraska's "Performance-Based" Triennial Highway Safety Plan

Strategies and Activities:

Provided coordination support and assistance to alcohol-related/impaired driving projects involving highway safety federal funds.

Funding was provided for salaries and benefits, supplies and travel expenses.

Conducted desk monitoring and site visits for each alcohol-related/impaired project. The following alcohol-related/impaired projects were monitored:

Felony Motor Vehicle Prosecution Unit – Douglas County Attorney's Office; Impaired Program Coordination/HSO; Impaired Public Information and Education/HSO; Impaired Selective Overtime Enforcement/HSO; Traffic Training/HSO; MADD Court Monitoring, Community Education and Victim Advocacy/MADD; Nebraska Attorney General's Prosecutorial Response to DUI Crimes – Nebraska Department of Justice; Nebraska Collegiate Consortium to Reduce High Risk Drinking – University of Nebraska – Lincoln; Judicial Prosecution Training/HSO; Excessive Drinking Prevention Project/Project Extra Mile; Enforcing Underage Drinking/HSO; 405d/Drug Recognition Expert/ARIDE Training and Recertification/HSO, 405d/Impaired Selective Overtime Enforcement and System Support/HSO; 405d/Impaired Public Information and Education/HSO; 405d/Nebraska State Patrol Toxicology Services – Nebraska State Patrol; and Project Night Life Expansion/Omaha PD.

Site visits were completed on:

Nebraska Collegiate Prevention Alliance – University of Nebraska – Lincoln – 4/23/2025.

MADD Victim Services Education and Outreach Project/MADD – 4/23/2025.

Felony Motor Vehicle Prosecution Unit – Douglas County Attorney's Office – 4/10/2025.

Nebraska Attorney General's Prosecutorial Response to DUI Crimes – Nebraska Department of Justice – 4/01/2025.

Nebraska State Patrol Toxicology Services – Nebraska State Patrol – 4/2/2025.

Project Extra Mile – Excessive Drinking Prevention Project – 4/10/2025.

Project Night Life Expansion – Omaha Police Department – 4/09/2025.

Assisted and provided technical alcohol-related data, reports, and information to contractors, law enforcement agencies, state agencies, office staff, the public, legislature, etc.

Provided assistance in ordering and delivery of alcohol testing supplies and evidentiary equipment.

Scheduled, provided supplies/course materials and assistance with the Drug Recognition Expert (DRE) Training.

Updated DRE information on the DRE Tracking system, processed certificates and re-certifications.

Provided statistics/charts/graphs as requested.

Attended/participated in highway safety seminars, conferences, workshops, meetings, trainings, etc. pertaining to impaired driving. Attended the following conferences, meetings, etc.:

Project Extra Mile Coalition meeting 10/09, 11/13, 12/11, 1/08, 2/12, 4/9, 9/10

Dustin DITEP training 10/1, 10/2, 6/24, 6/25

SFST/DRE Instructor update training 11/29, 11/20, 1/15, 7/14, 7/15, 7/16, 7/17/ 7/18, 8/18, 8/19, 8/20, 8/21, 8/22, 9/11.

Impaired driving task force meeting 4/10, 9/25

Nebraska Toxicology Assessment 11/25

Impaired Driving Assessment 1/16, 6/13

Equipment / Inventory inspection checks 4/9, 7/3, 7/10, 8/28, 8/29, 9/2, 9/4, 9/16, 9/17

Monument Prevention Coalition Scottsbluff 4/14

Impaired creative meeting 5/22

History of Impaired Driving TSI class 8/5

Madd Hero Awards 5/20

Dustin ARIDE class 2/21

Dustin IACP Impaired Driving & Traffic Safety Conference 8/02 thru 8/06

Breath Alcohol Ignition Interlock Devices TSI class 12/4

Constructed tables, graphs, charts and other tabular and/or illustrative materials to present visual summary of analyzed specific data (alcohol-related traffic statistics).

Revised and updated information on arrest/conviction totals, fatalities, Blood Alcohol Concentration, Driving Under the Influence/alcohol crash, interstate, motorcycle, etc. Provided information as requested.

Reviewed and kept updated the National Highway Traffic Safety Association (NHTSA) Rules and Regulations regarding Section 402 and 405d federal funding.

Completed applications as required.

Performed daily all routine HSO activities and assignments regarding alcohol-related/impaired driving requests, surveys, reports, etc.

Processed alcohol testing supply orders, simulators and preliminary breath test mouthpieces.

Picked up and delivered alcohol testing supplies as needed and complete inventory of DataMasters.

Processed and awarded mini-contract requests for alcohol projects, training, enforcement, equipment, mobilizations.

Reviewed, edited, and mailed the "Drive Sober or Get Pulled Over." Crackdown packets. Updated website with impaired driving statistics.

The FY2024-FY2026 *Nebraska Performance-Based Triennial Highway Safety Plan* was completed and submitted to NHTSA Region 7 Office on June 30, 2023, and the FY2025 Annual Grant Application was submitted on August 1, 2024.

Alcohol Public Information and Education (402-25-10)

Section 402: \$0.00

Strategies and Activities:

Provided funding for the development/creation/production/ implementation of Impaired-driving messaging to target audience; males (18-50 years of age), rural and urban markets. This includes social media, print, and digital, paid and earned media.

Provide mini-grant awards/contracts to a diverse group of agencies, organizations (for-profit/non-profit) and marketing vendors to fund the dissemination of alcohol-related crashes and impaired-driving prevention messaging. This will be accomplished through a variety of mediums (i.e., social media, streaming, podcasts, and traditional media sources). Produce and provide, as needed, educational resources and materials for use in HSO Priority Counties.

Mini grants:

- No mini grants from this project this year.
- Planned activities and expenses from this project were included in the 405d impaired driving projects for FY2025.

Alcohol Selective Overtime Enforcement (402-25-12)

Source 402: \$251,671.65

1. To provide funding assistance through the "Mini-Grant Contract Application and Award" process to state and local law enforcement agencies within the twenty-three priority counties and with justification those non-priority counties, to conduct selective overtime alcohol enforcement activities. Participating agencies will be provided with funding assistance for overtime salary expenditures.
2. To provide funding assistance through the "Mini-Grant Contract Application and Award" process to local enforcement agencies in the twenty-three priority counties and with justification, those non-priority counties, to receive preliminary/evidentiary breath testing equipment. Participating agencies will be eligible for funding assistance of in-car camera systems, preliminary/evidentiary breath testing instruments, plus alcohol breath testing supporting equipment and supplies.

Strategies:

1. The HSO will enter mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective overtime alcohol enforcement activity. Approximately 35 mini-grant contracts will be entered into with law enforcement agencies. The following requirements apply to the mini-grant contracts:
 - Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
 - Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).
 - The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.
 - Regular alcohol enforcement activities by the local agency must remain at the current level. The selective alcohol overtime mini-grant contract must be in addition to the normal alcohol enforcement activities.
 - The publicity surrounding the selective alcohol overtime enforcement provides a deterrent effect. A pre- and post-news release must be issued.
 - An activity report and project summary must be submitted with the reimbursement request.
 - All officers working alcohol overtime enforcement must be trained in NHTSA's "DWI Detection and Standardized Field Sobriety Testing".
 - Solicit participation from law enforcement agencies in the twenty-three priority counties. Additional solicitation will be conducted with the counties that have been targets as "alcohol emphasis" counties.

Completion Date: September 30, 2025
3. To maintain an inventory of mouthpieces, simulators, and repair components for breath alcohol testing equipment.
Completion Date: September 30, 2025
4. To provide breath alcohol testing mouthpieces for preliminary/evidentiary alcohol breath testing instruments.
Completion Date: September 30, 2025
5. To provide funding assistance to law enforcement agencies for preliminary/evidentiary alcohol breath testing instrument repairs:
Completion Date: September 30, 2025

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
4021-25-12-01	Beatrice Police Department	DSGPO Dec. 11 - Jan 1, 2025	76	21	\$ 4,648.10
4021-25-12-02	Boyd County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	24	4	\$ 828.00
4021-25-12-03	Broken Bow Police Department	DSGPO Dec. 11 - Jan 1, 2025	30	11	\$ 1,335.60
4021-25-12-04	Central City Police Department	DSGPO Dec. 11 - Jan 1, 2025	90	12	\$ 4,283.25
4021-25-12-05	Colfax County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	91	32	\$ 3,746.63
4021-25-12-06	Dakota County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	161	67	\$ 8,153.26
4021-25-12-08	Douglas County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	113	97	\$ 5,523.24
4021-25-12-09	Falls City Police Department	DSGPO Dec. 11 - Jan 1, 2025	76	14	\$ 3,671.44
4021-25-12-10	Gering Police Department	DSGPO Dec. 11 - Jan 1, 2025	40	1	\$ 2,000.00
4021-25-12-11	Hamilton County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	36	26	\$ 1,836.00
4021-25-12-12	Holdrege Police Department	DSGPO Dec. 11 - Jan 1, 2025	8	7	\$ 358.72
4021-25-12-13	La Vista Police Department	DSGPO Dec. 11 - Jan 1, 2025	37	30	\$ 2,730.11
4021-25-12-15	Nebraska City Police Department	DSGPO Dec. 11 - Jan 1, 2025	104	53	\$ 11,474.49
4021-25-12-16	Nemaha County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	20	13	\$ 928.50
4021-25-12-17	Omaha Police Department	DSGPO Dec. 11 - Jan 1, 2025	180	243	\$ 15,157.23
4021-25-12-18	O'Neill Police Department	DSGPO Dec. 11 - Jan 1, 2025	20	33	\$ 1,060.00
4021-25-12-19	Otoe County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	41	31	\$ 2,126.22
4021-25-12-20	Papillion Police Department	DSGPO Dec. 11 - Jan 1, 2025	70	89	\$ 6,571.80
4021-25-12-21	Ralston Police Department	DSGPO Dec. 11 - Jan 1, 2025	12	43	\$ 678.60
4021-25-12-22	Richardson Police Department	DSGPO Dec. 11 - Jan 1, 2025	272	96	\$ 12,263.80
4021-25-12-23	Saunders County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	49	271	\$ 3,577.74
4021-25-12-24	Schuyler Police Department	DSGPO Dec. 11 - Jan 1, 2025	56	68	\$ 2,903.57
4021-25-12-25	Scotts Bluff County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	29	15	\$ 2,149.95
4021-25-12-26	Seward County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	150	34	\$ 9,214.35
4021-25-12-27	Sherman County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	113	15	\$ 4,790.65
4021-25-12-29	Valley County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	46	35	\$ 2,163.00
4021-25-12-30	Washington County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	83	58	\$ 6,316.76
4021-25-12-31	Webster County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	75	8	\$ 3,808.83
4021-25-12-33	Platte County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	52	67	\$ 2,991.94
4021-25-12-34	Grand Island Police Department	DSGPO Dec. 11 - Jan 1, 2025	153	403	\$ 6,469.18
4021-25-12-35	McCook Police Department	DSGPO Dec. 11 - Jan 1, 2025	10	38	\$ 540.24
4021-25-12-36	Sarpy County Sheriff's Office	DSGPO Dec. 11 - Jan 1, 2025	102	23	\$ 5,041.85
4021-25-12-37	Lancaster County Sheriff's Office	DSGPO Dec. 20 - Jan. 1, 2025	118	67	\$ 6,500.00
4021-25-12-38	Columbus Police Department	DSGPO Dec. 20 - Jan. 1, 2025	22	32	\$ 1,589.18
4021-25-12-39	Beatrice Police Department	420 April 18 - 20, 2025	45	13	\$ 2,291.41
4021-25-12-40	Columbus Police Department	420 April 18 - 20, 2025	21	4	\$ 1,548.35
4021-25-12-41	Dakota County Sheriff's Office	420 April 18 - 20, 2025	166	39	\$ 8,539.47
4021-25-12-42	Grand Island Police Department	420 April 18 - 20, 2025	32	46	\$ 2,470.34
4021-25-12-44	La Vista Police Department	420 April 18 - 20, 2025	35	25	\$ 2,541.89
4021-25-12-45	Lancaster County Sheriff's Office	420 April 18 - 20, 2025	50	36	\$ 3,254.82
4021-25-12-46	Logan County Sheriff's Office	420 April 18 - 20, 2025	22	5	\$ 440.00
4021-25-12-47	Papillion Police Department	420 April 18 - 20, 2025	28	28	\$ 2,345.64
4021-25-12-48	Phelps County Sheriff's Office	420 April 18 - 20, 2025	22	7	\$ 929.50
4021-25-12-49	Platte County Sheriff's Office	420 April 18 - 20, 2025	17	18	\$ 881.71
4021-25-12-50	Ralston Police Department	420 April 18 - 20, 2025	14	16	\$ 827.72
4021-25-12-51	Saunders County Sheriff's Office	420 April 18 - 20, 2025	6	27	\$ 325.13
4021-25-12-52	Scotts Bluff County Sheriff's Office	420 April 18 - 20, 2025	30	6	\$ 1,875.22
4021-25-12-54	Colfax County Sheriff's Office	420 April 18 - 20, 2025	19	11	\$ 1,246.50
4021-25-12-55	Central City Police Department	DSGPO Aug 16 Sept 1, 2025	60	3	\$ 2,907.00
4021-25-12-56	Chadron Police Department	DSGPO Aug 16 Sept 1, 2025	49	39	\$ 2,069.40
4021-25-12-57	Colfax County Sheriff's Office	DSGPO Aug 16 Sept 1, 2025	58	32	\$ 2,509.11
4021-25-12-58	Columbus Police Department	DSGPO Aug 16 Sept 1, 2025	26	10	\$ 1,491.95
4021-25-12-59	Dakota County Sheriff's Office	DSGPO Aug 16 Sept 1, 2025	406	79	\$ 18,824.45
4021-25-12-60	Douglas County Sheriff's Office	DSGPO Aug 16 Sept 1, 2025	105	68	\$ 6,922.28
4021-25-12-61	Falls City Police Department	DSGPO Aug 16 Sept 1, 2025	58	34	\$ 2,813.00
4021-25-12-62	Franklin County Sheriff's Office	DSGPO Aug 16 Sept 1, 2025	72	13	\$ 2,888.20
4021-25-12-63	Gage County Sheriff's Office	DSGPO Aug 16 Sept 1, 2025	5	3	\$ 243.75
4021-25-12-64	Gering Police Department	DSGPO Aug 16 Sept 1, 2025	26	20	\$ 1,377.92
			3931	2639	\$ 218,996.99

Results:

The chart summarizes the hours, and reimbursement paid to the 64 agencies that participated in the National Drive Sober or Get Pulled Over High Visibility Enforcement Mobilization conducted in December 2023 – January 1, 2024. The “420” Impaired

Driving Enforcement, and The Drive Sober or Get Pulled Over High Visibility Enforcement Mobilization Aug. 16 – Sept 1, 2025. There was a total of 3,931 overtime hours worked resulting in 2,639 citations. Of these citations, 60 citations were issued for seatbelt violations, 1067 citations were issued for speeding, and 2016 drivers were arrested for driving while intoxicated.

Distracted Driving Public Information and Education (402-25-13)

Section 402: \$87,818.58

Strategies:

Provide funding for the development/creation/production/implementation of distracted driving messaging to drivers (ages 14-50, individuals and parents). This primarily includes social media platforms (Twitter, Facebook, and Instagram) with other media reaches (radio, billboards, and video placement). Completion Date: September 30, 2025
Disseminate information, quarterly, through Drive Smart Nebraska Coalition and through school organizations focused on traffic safety (Teens in the Driver Seat, FCCLA and SADD). Completion Date: September 30, 2025
Support two campaigns on distracted driving in April/May and throughout the summer (June –September) to inform and educate on the harms of distracted driving, the use of Graduated Drivers Licenses (GDL) and use of the parent/teen driver agreements. To be achieved through dissemination of information and educational materials to the local communities, targeting the priority counties, including billboard, radio, video, social media, and print messaging. Completion Date: September 30, 2025.

Activities:

NSP, Community Service Education Program, Overtime and Benefits, reduce traffic-related injuries and fatalities in Nebraska.

The Ticket 93.7, Distracted Driving messaging \$9,000.00

Hurrdat Sports Radio - \$20,000

2 read per week on Hurrdat Sports Radio

4 reads per week on Hail Varsity Radio

After Volleyball season, 5 reads per week on Hurrdat Sports Radio

Mike Sautter: Final Thoughts - \$5,000 Men's and Women's College Basketball

30 videos, Mike's sign-off tag line, and Post to Mike's Social media.

Hurrdat, Husker Sports Radio and Mike Sautter, split with 405b-25-10 and 405d-25-06

Four Corners Health Department, traditional and digital marketing, and engagement, media campaign.

Southwest Nebraska Public Health Department, \$7,500, Place a media campaign accompanied by engagement activities.

Central District Health Department, Distracted Driving Awareness Campaign

Lincoln-Lancaster County Health Department, a media campaign accompanied by engagement activities.

Mary Lanning Healthcare, a media campaign accompanied by engagement activities.

Mundo Latino, Distracted Driving Campaign-Ads for seat belt campaign, ¼ of a page full color ads.

Unattended Passenger/Heatstroke Education (402-25-14)

Section 402: \$1,499.65

To increase the public's knowledge around unattended passengers/heatstroke, to reduce unintentional injuries/fatalities through increased education and information (*focusing on unattended passengers and heatstroke awareness*). The HSO will reach 100% of the 25 priority counties by providing educational materials to non-profits, schools, and local health departments.

HSO will disseminate information through SafeKids Nebraska and through mini-grants to various organizations to increase knowledge of harms related to unattended passengers/heatstroke.

Strategies and Activities:

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.

Completion Date: September 30, 2025.

Provide mini-grant awards/contracts to a diverse group of agencies, governmental organizations, and non-profits to fund the purchase of unattended passenger/heatstroke-related messaging through a variety of mediums.

Completion Date: September 30, 2025

Activity

HSO-402-25-14 Heatstroke Prevention Media Ad

Section 402: \$1,499.65

To increase the public's knowledge around unattended passengers/heatstroke, to reduce unintentional injuries/fatalities through increased education and information (*focusing on unattended passengers and heatstroke awareness*). The HSO will reach 100% of the 25 priority counties by providing educational materials to non-profits, schools, and local health departments.

HSO will disseminate information through SafeKids Nebraska and through mini-grants to various organizations to increase knowledge of harms related to unattended passengers/heatstroke.

Strategies and Activities:

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.

Completion Date: September 30, 2025.

Provide mini-grant awards/contracts to a diverse group of agencies, governmental organizations, and non-profits to fund the purchase of unattended passenger/heatstroke-related messaging through a variety of mediums.

Completion Date: September 30, 2025

Activity

HSO-402-25-14 Heatstroke Prevention Media Ad

Youth Public Information and Education (402-25-19)

Section 402: \$142,027.74

To increase education and awareness by informing young, licensed drivers (20 years of age and younger) in the 25 priority counties including the rural areas. Create and distribute educational materials and promotional messaging (paid, earned and social media) targeting young driver behaviors (GDL, Distracted Driving, Seat Belt use and Impaired Driving).

Work with the Drive Smart Nebraska Coalition and other key partners (law enforcement, non-profits, employers, schools, school-based clubs and health departments) to provide education and/or mini grants, in our priority counties.

Strategies:

Provide materials and messaging to HSO target markets, quarterly, to increase education and awareness for parents, young drivers, school faculty and communities. This outreach will strive to reduce youth-involved crashes and increase occupant restraint use (20 years of age and under).

Completion Date: September 2025

Maintain/update HSO website, quarterly, with current youth traffic safety related facts, statistics, resources and young driver related links. Disseminate information quarterly through Drive Smart Nebraska Coalition and provide Toolkits on the Drive Smart Nebraska website for schools, coalition members, law enforcement and the public.

Completion Date: September 2025

Utilize Teens in the Driver Seat (TDS) evidenced-based program, from DHHS, and increase/maintain school participation in the TDS program, middle school & high school.

Completion Date: September 2025

National speakers with relational messages will be brought to Nebraska schools to encourage youth/teens to have confidence and self-worth by making wise choices in safe driving behaviors. Speaker/School Programs will be scheduled for at least four schools during FY2025.

Activities:

Nebraska Dept. of Health and Human Services, Teens in the Driver Seat, \$80,000.00

DHHS will aim to add 5 schools to TDS in FY25

DHHS will provide assistance and materials to schools participating in Teens in the Driver Seat

Four Corners Health Department, Cara Filler presentations, \$9,000.00

Raise awareness of distracted driving and empower students to become traffic safety advocates

Provide funding for 50 low-income youth to participate in driver education

Promotion will be digital geo-fenced to low-income neighborhoods as well as via social media and email marketing

National Safety Council – Nebraska, Youth Distracted Driving PSA Contest, Provide funding for 50 low-income youth to participate in driver education.

Western Nebraska Community College, Youth Low-Income Driver Education Scholarships

Millard Public Schools, Cara Filler Presentations

Youth Program Coordinator (402-25-21)

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public and dedicated government officials willing to address youth issues. A good working relationship, including resources and support for local officials, businesses, and others in the community; by the HSO staff is essential for improved compliance of motor vehicle laws by youth.

Target and Objective:

- To decrease the increasing trend for traffic fatalities by maintaining a constant trend of less than 235 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- To decrease the increasing trend for drivers age 20 and younger involved in fatal crashes by maintaining a constant trend of 34 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- Reduce youth-involved fatal, A and B crashes by 2.3 percent from 1,340 (2019-2023 rolling average) to 1,309, by December 31, 2025, and to by 2.5 percent to 1,307 by December 31, 2026. The objective of this project is to provide salary, benefits, travel, office expenses, etc. for HSO staff to conduct the activities outlined in the Nebraska's "Performance-Based" Triennial Highway Safety Plan, for October 1, 2023, through September 30, 2026.

Strategies and Activities:

Provided coordination support and assistance for youth/teen driver projects involving federal funds.

Funding was provided for salaries, benefits and travel expenses.

Conducted desk monitoring for each youth/teen driver project. The following youth/teen driver projects were monitored:

Youth Program Coordination and Youth Public Information and Education.

Assisted and provided technical youth/teen driver data, reports, and information to contractors, law enforcement agencies, state agencies, office staff, the public, legislature, etc. as requested.

Attended and participated in the following highway safety seminars, conferences, workshops, meetings, trainings, etc. to promote youth/teen driver information:

Advocates meetings

Drive Smart Meetings

Project Night Life

Teens in the driver seat meetings

BRAKES Teen Driving

NSAA partnership with communications

GHSa conference

All State Teams meetings Region 7

TSI class Introduction to Pedestrian & Bicycle Safety Program Management

TSI class Pedestrian & Bicycle Safety Program Management Workshop

Constructed tables, graphs, charts, and other tabular and/or illustrative materials to present visual summary of analyzed specific data (youth/teen driver-related statistics).

Revised and updated information on teen driving, safety belt and occupant protection, impaired driving, distracted driving, provisional operator's permits, and Zero Tolerance, etc. Provided as requested.

Reviewed and kept up to date on the NHTSA rules and regulations regarding Section 402/405 federal funding.

Performed daily all routine HSO activities and assignments regarding youth/teen driver requests, surveys, reports, videos, etc.

Reviewed current videos on teen drivers. Completed mini grants regarding youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Updated website with teen driver stats.

402/405 FY2026 *Nebraska Performance-Based Triennial Highway Safety Plan* submitted to NHTSA on July 30, 2025.

Enforcing Underage Drinking Laws Selective Overtime Enforcement (402-25-22)

Section 402: \$3,027.72

To provide funding assistance through the "Mini-Grant Contract Application and Award" process to state and local law enforcement agencies within the twenty-three priority counties and with justification those non-priority counties, to conduct selective overtime enforcement of underage drinking laws. Participating agencies will be provided with funding assistance for overtime salary expenditures, and payments for confidential informants.

Strategies:

1. The HSO will enter into mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective overtime alcohol enforcement activity to enforce underage drinking laws. Approximately 20 mini-grant contracts will be entered into with law enforcement agencies. The following requirements apply to the mini-grant contracts:

Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists. Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period of time. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).

The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.

Regular alcohol enforcement activities by the local agency must remain at the current level. The selective alcohol overtime mini-grant contract must be in addition to the normal alcohol enforcement activities.

The publicity surrounding the selective alcohol overtime enforcement provides a deterrent effect. A post news release documenting the number of establishments checked and listing those that did not pass must be issued. An activity report and project summary listing all the establishments checked, passed, and failed, must be submitted with the reimbursement request.

The law enforcement agencies should be working with a community coalition within the community to achieve buy in from the local entities that underage drinking is not acceptable.

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Businesses</u>	<u>Reimbursed</u>
				<u>Failed</u>	
402-25-22-01	Scotts Bluff County Sheriff's Office	Nov 16 Compliance Checks	12	1	\$ 762.77
402-25-22-02	Gering Police Department	Nov 16 Compliance Checks	14	2	\$ 1,095.39
402-25-22-03	Bellevue Police Department	Dec 4 - 5 Compliance Checks	15	3	\$ 1,169.56
			41	6	\$ 3,027.72

Results:

The HSO provided a total of 3 mini grant awards to three Nebraska Law Enforcement Agencies to carry out Alcohol Compliance checks in various cities and counties.

There were 41 total overtime hours worked for the 3 mini grant activities enforcing underage drinking laws in Nebraska. Six businesses were cited for not complying and/or selling alcohol to minors.

The fatal, A and B injury crash data for CY2025 are unavailable from the Nebraska Department of Transportation. The most current available fatality data has been used in results.

In 2024 the total of serious traffic injuries decreased by 7.1 percent from 1,276 (5-year rolling average in 2019-2023) to 1,186.

In 2024 alcohol-impaired driving fatalities increased by 13.8 percent from 67 (5-year rolling average in 2019-2023) to 76.

In 2024 the number of drivers age 20 and younger involved in fatal crashes increased by 5.3 percent from 34 (5-year rolling average in 2019-2023) to 36.

In 2024 alcohol-impaired fatal, A and B crashes decreased by 60 percent from 407 (2019-2023 rolling average) to 163.

Traffic Safety Program Coordination (402-25-23)

Section 402: \$164,453.80

The objective of this project is to provide salary, benefits, travel, office expenses, etc. for HSO staff to conduct the activities outlined in the Nebraska's "Performance-Based" Triennial Highway Safety Plan, for October 1, 2023, through September 30, 2026, year 2.

Strategies and Activities:

Provided coordination support and assistance to traffic safety (i.e., pedal cyclist, pedestrian, railroads, motorcycle, etc.) projects involving federal funds. Funding was provided for salaries, benefits, travel expenses and office supplies. Conducted desk monitoring and on-site monitoring visits for the following traffic safety-related projects: Planning and Administration/HSO, Highway Safety Conference/HSO, Traffic Safety Program Coordination/HSO, Traffic Safety Public Information and Education/HSO, Traffic Selective Overtime Enforcement/HSO, Distracted Driving Public Information and Education/HSO, Traffic Law Enforcement -Nebraska Law Enforcement Training Center, Drowsy Driving Public Information and Education/HSO, Older Driver Public Information and Education/HSO, 405e/Distracted Driving Public Information and Education/HSO, 405e/Distracted Driving Selective Overtime Enforcement/HSO, 405f/Motorcycle Public Information and Education/HSO, 405f/ Motorcycle Training Assistance/HSO.

Site visits were completed:

Panhandle Traffic Safety – 4/16/2025

National Safety Council, Nebraska – 4/11/2025

Nebraska Safety Council – 4/11/2025

Assisted and provided technical traffic safety data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc. as requested.

Attended and participated in traffic safety highway safety seminars, conferences, workshops, meetings, trainings activities:

One on One with administrator 10/9, 10/24, 11/6, 12/4, 12/19, 12/31, 6/23

Accountant Interview 10/8

Huddle meeting once a week every Wednesday

AGA Planning and review 5/2, 5/23, 9/9

PI & E Planning 10/17

All State Conference meeting 10/24, 11/28, 12/19, 1/23, 2/20, 3/26, 4/23, 6/25, 7/23, 8/13, 8/27

GHSA Annual Meeting 8/23 to 8/27

HSO Communications meeting 10/10, 11/14, 12/11, 1/18, 2/20, 3/12, 5/23, 6/13, 7/13, 9/13

Distracted meeting and classes 11/14, 2/9

HSO Staff monthly meeting 10/18, 11/9, 12/14, 1/11, 2/8, 3/14, 4/4, 5/2, 6/6, 8/1, 9/5

Advocates for Highway Safety quarterly meeting 11/9, 2/8, 5/9

Social media meeting 2/16

Madd Hero Awards 5/21

One on One with Dustin 10/18, 11/15, 12/20, 1/17, 2/21, 3/20, 4/17, 5/15, 8/21, 9/18

One on One with Paul 10/24, 11/24, 1/24, 2/21, 2/23, 3/25, 4/24, 5/28, 6/24, 8/27, 9/24

One on One with David 2/21, 3/26, 4/25, 5/28, 8/27, 9/24

One on One with Ashley 10/24, 12/26, 1/23, 2/21, 3/26, 4/23

Operation Life Saver 1/11, 3/14, 7/11, 9/14

Grants Management Meetings 1/29, 1/30, 2/7, 2/8, 2/12, 3/13, 3/26, 4/10, 4/11, 4/12, 4/15, 4/16, 4/22, 7/30, 8/15, 9/13, 9/19, 9/24

Grant contract and mini-grant meetings 4/9, 4/25, 5/1, 5/7, 5/23, 5/28, 6/6, 7/30, 9/12, 9/16

HSO Conference Planning 12/13, 2/27, 2/28, 3/14, 9/26

Complete Streets 12/6

Law Enforcement Public Engagement 12/18, 9/1

Motorcycle coalition 12/6, 1/23, 3/18, 5/13

NSAA 10/30, 11/1, 11/2, 11/17, 11/20, 11/21, 2/12, 2/15, 2/16, 2/29, 3/1, 3/7, 3/8, 3/22

NSC Meeting 3/18, 7/16, 8/14

1906 engagement 3/19

Nebraska State Workers Safety Day 6/25

Constructed tables, graphs, charts and other tabular and/or illustrative materials to present visual summary of analyzed specific data (i.e. pedal cyclists, pedestrians, railroads, large trucks, school buses, etc.).

Updated charts and graphs for website as requested.

Reviewed and kept updated on NHTSA Rules and Regulations regarding federal funds involving traffic safety as information was provided.

Performed daily all routine HSO activities and assignments regarding traffic safety requests, surveys, reports, etc.

402/405/1906 FY2024 *Nebraska's Triennial Highway Safety Plan* submitted to NHTSA on July 30, 2025.

Submitted the 2022 Nebraska Highway Safety Annual Report on December 30, 2023.

Updated the following items throughout the year, audiovisual catalog, material list, *Nebraska Highway Safety Annual Report, Policies, Procedures and Grant Contract Application* guide, and the *Highway Safety Office Program Management Manual*.

Completed physical inventory check of HSO purchases over \$10,000.00 on master inventory list.

Traffic Safety Public Information and Education (402-25-24)

Section 402: \$353,163.23

To increase the public's knowledge around traffic safety issues, to reduce unintentional injuries/fatalities through increased education and information (focusing on serious injury crashes, pedestrians, bicyclists and railroad crossings). The HSO will reach 100% of the 25 priority counties by providing educational materials to non-profits, schools, and local health departments.

HSO will disseminate information through the Drive Smart Nebraska Coalition, schools, staff, students and parents to increase knowledge of harms related to traffic safety including cyclist and pedestrian safety. Work with specific organizations and conferences, quarterly, to increase public knowledge around safe walking & cycling, including railroad safety.

Strategies:

Provide mini-grant awards/contracts to a diverse group of agencies, governmental organizations, and non-profits to fund the purchase of traffic safety-related messaging through a variety of mediums and purchase education and safety related materials.

Completion Date: September 2025

Influence driver behavior at railroad crossings through printing and dissemination of "Nebraska Operation Lifesaver" materials and present at Highway Safety Advocate meetings.

Completion date: September 2025

Provide evidenced based strategies and educational information to the 24 priority counties identified by HSO (focus on all driver behavior including railroad crossings, speeding, pedestrians and bicyclists). Provide tool kits to disseminate information to the priority counties to increase educational messaging through social media platforms, earned and paid media.

Completion date: September 2025

Activities:

Nebraska Sheriff's Association, magazine advertising

TrueScope, media collection

Nebraska School Activities Association, high school sports sponsorship.

Omaha World Herald, digital marketing

All Over Media, gas pump advertising

Central District Health Department, Traffic Safety project, Focused on agriculture traffic safety, youth pedestrian safety, traffic safety for youth and adults, and seat belt use.

Southwest Nebraska Public Health Department, Traffic Safety Project, Focused on seat belt use, distracted driving, impaired driving, and drowsy driving.

Nebraska State Patrol, media placement with Nebraska Broadcasters Association, Traffic safety messaging around the holiday travel season, Radio, television, and digital media

Four Corners Health Department, Traffic Safety project, Focused on seat belts, impaired driving, distracted driving, agricultural traffic safety, and youth.

Loup Basin Public Health Department, Fatal Vision Goggles: Fatal vision Alcohol Event Kit to have on hand to use at health fairs, community events, and in partnership with schools.

Douglas County Sheriff's Department, The Community Action Team (CAT)-bi-weekly public education program lasting 4-6 hours.

Nebraska State Patrol, Education and Awareness through media efforts.

Southwest Nebraska Public Health District, promote occupant safety and safe driving county fairs.

Traffic Training (402-24-25)

Section 402: \$31,488.26

The objective of this project is to provide funding assistance via the “Mini-Grant Contract Application and Award” process to agencies and/or organizations in the twenty-three priority counties to attend traffic safety related training. Additionally, NDOT-HSO will strive to bring relevant training into Nebraska to enable a larger number of individuals to participate and gain from the training sessions.

Strategies and Activities:

Enter into mini-grant contracts with agencies and/or organizations to provide funding assistance for the cost of trainings. The following requirements will apply to the mini-grant contracts.

A description and the location of the training/conference must be submitted.

An itemized breakdown of expenses associated with the training/conference must be submitted.

A justification of why the training is needed.

The names of the individuals attending the training must be provided.

After training has been attended, an evaluation of the training must be submitted with the reimbursement request.

A copy of the agency/organization’s safety belt and drug free workplace policy must be on file with HSO.

Twelve (12) mini-grant grant contracts were awarded to agencies and organizations within the twenty-four that have been designated as “priority” counties. Three mini grants were canceled for various reasons.

List of Agencies, Conferences/Training, Activity Date, Place, Attendees and Amount are provided below:

Agency	Conference/Training/Activity	Attendee	Amount
Children’s Nebraska Hospital	2025 Lifesavers National Conference on Highway Safety Priorities March 8-11,-2025 Long Beach CA.	Travis Hedlund	\$2,022.39
Children's Nebraska Hospital	2025 Safe Kids Worldwide Childhood Injury Prevention Convention October 8, 2025, National Harbor MD.	Amy Borg	Cancelled
Columbus Police Department	2025 Lifesavers National Conference on Highway Safety Priorities March 8-11, 2025, March 8-11, 2025, Long Beach CA.	Officer Rachel Windle Officer Jaymee Levander	\$4,175.42
Falls City Police Department	Mastering Proactive Policing for Patrol September 8, 2025 Nebraska Law enforcement Training Center Grand Island, NE.	Officer Mitch Cheek Officer Tiim Daniels	\$498.00
Lincoln Police Department	IPTM Symposium on Traffic Safety May 19-22, 2025, Lake Buena Vista, FL	Inv. Grant Powell Officer Brian Poole	\$4,170.68
National Safety Council Inc.	Southeast Community College Driver Education Instructor Training. Five part-time instructors January 15, 2024, through September 30, 2025	Five PT Instructors Jerod Olson Michale McGee Greg Allen Joel Strominger	\$8,595.00
Nebraska Safety Center Univ. Nebraska Kearney	2025 Lifesavers National Conference on Highway Safety Priorities March 8-11, 2025, Long Beach CA.	Ryo Suzuki, Amanda Keith Sam Colligan	\$6,928.81
Nebraska State Patrol	2025 Uniform Safety Education Officers Workshop June 22-27, 2025, Grapevine, TX	Tim Flick	\$1,282.18
Nebraska State Patrol	2025 Commercial Vehicle Safety Alliance(CVSA) State Crash Reconstruction Managers Annual Meeting October 21-23, 2025, Nashville TN. Airfare	Simon Bessmer	\$433.96

Sarpy/Cass Health Department	2025 Lifesavers National Conference on Highway Safety Priorities March 8-11, 2025, Long Beach, CA.	Rachel Dysico	\$2,698.09
Schuyler Police Department	2025 Criminal Drug interdiction Training February 25-27, 2025, Nebraska Law Enforcement Training Center Grand Island, NE.	Officer Jason Reed	\$375.00
Panhandle Health Department	2025 Lifesavers National Conference on Highway Safety Priorities March 8-11, 2025, Long Beach CA.	Janelle Visser	\$2,500.00

Traffic Law Enforcement (402-25-26)

Section 402: \$103,850.00

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, 2026, by increasing the knowledge of law enforcement officers in traffic enforcement techniques and problem recognition; thereby, improving their skills and abilities to address identified highway safety problems in their geographic areas.

OBJECTIVES

1. Provide training to Nebraska law enforcement officers in the recognition, apprehension, and prosecution of alcohol and drug-impaired drivers.
2. Provide training to Nebraska law enforcement officers and other appropriate in-state agencies in the operation of preliminary and evidentiary breath testing instruments in accordance with Title 177.
3. Provide training to Nebraska law enforcement officers for RADAR and LIDAR certification and re-certification. These courses will follow the most recent NHTSA curriculum.
4. Provide Basic Crash Investigation training to Nebraska law enforcement officers during basic training, teaching basic investigation techniques and proper state reporting training.
5. Provide specialized training to Nebraska law enforcement officers in traffic crash investigation techniques and procedures.
6. Train Nebraska law enforcement officers on mobile in-car camera operation techniques and procedures.

Strategies and Activities:

- Conduct three Standardized Field Sobriety Testing (SFST) courses, training a minimum of 125 law enforcement officers. Completion Date: September 30, 2025
- Conduct one Standardized Field Sobriety Testing (SFST) Update training for a minimum of 20 officers. Completion Date: September 30, 2025
- Conduct three RADAR Certification courses, training a minimum of 125 law enforcement officers. Completion Date: September 30, 2025
- Conduct three LIDAR Certification courses, training a minimum of 125 law enforcement officers. Completion Date: September 30, 2025
- Conduct three In-Car Camera familiarization courses, training a minimum of 125 law enforcement officers. Completion Date: September 30, 2025
- Continue to offer RADAR Recertification training through our web-based training platform.

Completion Date: September 30, 2025

- Conduct three Basic Crash Investigation courses, training a minimum of 125 law enforcement officers.

Completion Date: September 30, 2025

- Conduct an Intermediate Crash Investigation course, training a minimum of 20 law enforcement officers.

Completion Date: September 30, 2025

- Conduct one Advanced Crash Investigation course, training a minimum of 20 law enforcement officers.

Completion Date: September 30, 2025

- Conduct one Technical Crash Investigation class, training a minimum of 20 law enforcement officers.

Completion Date: September 30, 2025

- Conduct one Reconstruction Crash Investigation course, training a minimum of 20 law enforcement officers.

Completion Date: September 30, 2025

- Conduct one 16-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) class with a minimum of 20 students. Completion Date: September 30, 2025

- Provide training for preliminary and evidentiary breath testing instruments in accordance with Title 177. Training will be conducted online and at the Nebraska Law Enforcement Training Center with a minimum of 240 students. Completion Date: September 30, 2025

Results:

- Three (3) Standardized Field Sobriety Testing (SFST) courses were conducted at the Training Center, with 112 attendees.
- There were no (0) Standardized Field Sobriety Testing (SFST) updates offered at the Nebraska Law Enforcement Training Center due to a lack of available instructors.
- Four (4) Radar Certification courses were conducted at the Nebraska Law Enforcement Training Center with 115 attendees.
- Four (4) LIDAR Certification courses were conducted at the Nebraska Law Enforcement Training Center with 120 attendees.
- Three (3) In-Car Camera courses were conducted at the Nebraska Law Enforcement Training Center with 112 attendees.
- RADAR Recertification training continues to be offered through our web-based platform.
- Three (3) Basic Accident Investigation classes were conducted with 113 attendees.
- One (1) Intermediate Crash Investigation course was conducted at the Nebraska Law Enforcement Training Center with 20 attendees.
- There was one (1) Advanced Crash Investigation course conducted at the Nebraska Law Enforcement Training Center with a total of 12 attendees.
- There was one (1) Technical Crash Investigation class conducted with 13 (thirteen) attendees.
- There were no (0) Advanced Roadside Impaired Driving Enforcement (ARIDE) classes offered at the Nebraska Law Enforcement Training Center due to instructor availability.
- Title 177 Preliminary and Evidentiary Breath Testing training included,
 - Preliminary breath testing – training recorded 273 law enforcement and 168 non-law enforcement attendees
 - Evidentiary breath testing – data master training record 248 law enforcement and 78 non-law enforcement

General Traffic Selective OT Enforcement (402-25-27)

Section 402: \$138,135.22

The objective of this project is to provide funding assistance through the "Mini-Grant Contract Application and Award" process to law enforcement agencies in the twenty-three priority counties to conduct selective traffic overtime enforcement activities. Participating agencies will be provided with funding assistance for the overtime salaries.

Strategies:

1. The HSO will enter into mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective traffic overtime enforcement activity. Approximately 40 mini-grant contracts will be entered into with law enforcement agencies. The following requirements apply to the mini-grant contracts:

- Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
- Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).
- The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.
- Regular traffic enforcement activities by the local agency must remain at the current level. The selective traffic overtime mini-grant contract must be in addition to the normal traffic enforcement activities.
- The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post-news release must be issued.
- An activity report and project summary must be submitted with the reimbursement request.
- A copy of the agency's seat belt and drug-free workplace policy must be on file with the HSO.

Completion Date: September 30, 2025

***Chart**

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
402-25-27-01	Nebraska State Patrol	Troop D Oct - Dec Gen. Enforcement	268	351	\$ 21,600.00
402-25-27-02	Papillion Police Department	Feb-Mar Sarpy County Task Force	64	70	\$ 4,911.87
402-25-27-03	La Vista Police Department	Mar Sarpy County Task Force	17	30	\$ 1,255.07
402-25-27-04	Omaha Police Department	April Work Zone and Speeding	232	634	\$ 19,336.86
402-25-27-05	Valley County Sheriff's Office	May 3 UNL Volleyball Day in Ord	32	30	\$ 1,378.50
402-25-27-06	Papillion Police Department	Apr-Jun Sarpy County Task Force	59	67	\$ 6,660.00
402-25-27-07	La Vista Police Department	July Sarpy County Task Force	80	250	\$ 5,722.08
402-25-27-08	Nebraska City Police Department	Jun-July General Enforcement	34	7	\$ 2,170.04
402-25-27-09	Gering Police Department	Oregon Trail Days July 10-13	24	15	\$ 1,152.80
402-25-27-10	Brown Count Sheriff's Office	Speeding HVE July 14-31, 2025	20	32	\$ 867.80
402-25-27-11	Holdrege Police Department	Speeding HVE July 14-31, 2025	10	6	\$ 470.77
402-25-27-12	Lancaster County Sheriff's Office	Speeding HVE July 14-31, 2025	271	209	\$ 18,000.00
402-25-27-13	Ogallala Police Department	Speeding HVE July 14-31, 2025	18	9	\$ 779.91
402-25-27-14	Omaha Police Department	Speeding HVE July 14-31, 2025	200	538	\$ 17,233.71
402-25-27-15	Sherman County Sheriff's Office	Speeding HVE July 14-31, 2025	64	9	\$ 2,041.41
402-25-27-16	Webster County Sheriff's Office	Speeding HVE July 14-31, 2025	89	11	\$ 4,577.49
402-25-27-17	Papillion Police Department	Jul-Sept Sarpy County Task Force	77	119	\$ 7,415.53
402-25-27-18	Garfield County Sheriff's Office	Garfield County Fair	307	50	\$ 19,440.00
402-25-27-19	Papillion Police Department	Ice Cream Cruise Speeding Sept. 26-27	14	7	\$ 870.65
402-25-27-20	Nebraska City Police Department	Apple Jack Festival Sept 19-28	36	13	\$ 2,250.73
			1916	2457	\$ 138,135.22

Results:

*Chart summarizes the twenty mini grant hours, and reimbursement paid to 20 agencies and the Nebraska State Patrol for General Traffic OT Enforcements. There was a total of 1,916 overtime hours worked resulting in 2,457 citations.

Special Traffic Enforcement Program (402-25-28)

Section 402: \$899,790.61

The objective of this project is 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 will be provided with funding assistance for the overtime salaries, public information, and education.

To be eligible for STEP grant funding, 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. Enforcement and local agency activities will target the specific traffic safety issues as identified in their baseline information. The agency will tailor the location of STEP enforcements utilizing a data-driven approach. Using data driven analysis will ensure that mobilizations target the areas in their area where traffic safety infractions are a serious issue. Special attention should be drawn to the Primary Focus as outlined in each individual campaign while increasing compliance with all Nebraska Traffic Safety laws.

Strategies:

1. The HSO will enter into STEP grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective traffic overtime enforcement and other local law enforcement activity.

Approximately 40 STEP grant contracts will be entered into with law enforcement agencies. The following requirements will apply to the STEP grant contracts:

2. Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
 - * Every selective overtime enforcement, public information and education activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).
 - * The selective overtime enforcement, public information and education activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.
 - * Regular traffic enforcement activities by the local agency must remain at the current level. The selective traffic overtime STEP grant contract must be in addition to the normal traffic enforcement activities.
 - * The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post-news release must be issued.
 - * An activity report and project summary must be submitted monthly following any activity and/or with reimbursement request.
 - * A copy of the agency's seat belt and drug-free workplace policy must be on file with the HSO.
3. Solicit participation from law enforcement agencies in the twenty-four priority counties. Completion Date: March 31, 2025

***Chart On The Next Page**

Agency	<u>Activity/Expense</u>	<u>Amount Paid</u>
Bellevue PD	Oct-Mar General Traffic Enforcements/Community Booth (1)	\$23,279.03
Bellevue PD	Task Force (2)	\$14,404.54
Bellevue PD	STEP (St. Patricks Impaired) (1)	\$8,505.72
Bellevue PD	STEP (Impaired) (2)	\$15,936.85
Cass CSO	Distracted Driving (2)	\$3,127.32
Cass CSO	Make it Click (3)	\$5,073.12
Cass CSO	Speed (4)	\$5,476.56
Cass CSO	STEP (DSGPO) (1)	\$2,307.78
Cass CSO	STEP (Impaired) (5)	\$2,769.77
Crete PD	Oct. seatbelt/speed (1)	\$4,117.76
Crete PD	Nov. Speed/Make it Click (2)	\$7,239.16
Crete PD	Dec. speed (3)	\$1,933.24
Crete PD	Jan. General traffic (4)	\$7,709.86
Crete PD	Feb. OP (5)	\$5,692.02
Crete PD	March General traffic (6)	\$6,466.43
Crete PD	Distracted Driving (7)	\$4,709.44
Crete PD	May General Traffic (8)	\$7,983.27
Crete PD	OP and General (9)	\$4,446.96
Crete PD	Speed (10)	\$3,373.45
Crete PD	General (12)	\$8,923.45
Crete PD	STEP (DSGPO) (3)	\$5,079.48
Crete PD	STEP (Impaired March) (6)	\$1,035.56
Crete PD	STEP (Impaired) (7)	\$4,709.44
Crete PD	STEP (Impaired) (10)	\$1,420.71
Crete PD	STEP (DSGPO) (11)	\$11,869.71
Crete PD	STEP (Impaired) (12)	\$4,461.72
Dodge CSO	Oct Halloween Booth General (1)	\$2,197.22
Dodge CSO	Nov. Make it Click (2)	\$5,842.42
Dodge CSO	Feb. General Traffic (4)	\$4,196.60
Dodge CSO	Make it Click (7)	\$11,031.71
Dodge CSO	Speed (8)	\$1,639.49
Dodge CSO	Pedestrian Safety (10)	\$1,517.76
Dodge CSO	Speed (9)	\$12,334.55
Dodge CSO	STEP (DSGPO) (3)	\$8,984.00
Dodge CSO	STEP (Impaired March) (5)	\$2,122.41
Dodge CSO	STEP (Impaired) (6)	\$3,286.41
Dodge CSO	STEP (Impaired) (9)	\$1,530.46
Dodge CSO	STEP (Impaired) (11)	\$7,723.75

Kearney PD	Oct. General traffic (1)	\$1,082.28
Kearney PD	Nov. Make it Click (2)	\$2,763.14
Kearney PD	Jan. speed (4)	\$1,152.55
Kearney PD	Distracted Driving (5)	\$598.77
Kearney PD	School Zones (7)	\$1,473.00
Kearney PD	STEP (DSGPO) (3)	\$2,809.34
Kearney PD	STEP (Impaired) (6)	\$10,006.35
Kearney PD	STEP (DSGPO) (8)	\$1,030.20
Lincoln CSO	Oct. General traffic (1)	\$4,584.28
Lincoln CSO	Nov. Make it Click (2)	\$11,527.19
Lincoln CSO	Make it Click (4)	\$8,408.71
Lincoln CSO	STEP (DSGPO) (3)	\$8,216.31
Lincoln CSO	STEP (Impaired) (5)	\$13,901.47
Lincoln CSO	STEP (DSGPO) (7)	\$5,255.95
Lincoln CSO	STEP (Impaired) (8)	\$6,370.00
Lincoln PD	Husker Game Days (1)	\$8,509.80
Lincoln PD	Make it Click (2)	\$7,178.90
Lincoln PD	Red Light Enforcement (4)	\$1,023.69
Lincoln PD	General Traffic (5)	\$6,885.90
Lincoln PD	Distracted Driving (6)	\$9,109.19
Lincoln PD	General (10)	\$9,850.79
Lincoln PD	General (11)	\$2,051.16
Lincoln PD	General(12)	\$5,599.19
Lincoln PD	School Zones (13)	\$3,913.06
Lincoln PD	General (16)	\$5,285.09
Lincoln PD	General (17)	\$3,030.74
Lincoln PD	Distracted (18)	\$12,811.08
Lincoln PD	Speed (19)	\$12,491.03
Lincoln PD	General (21)	\$4,979.78
Lincoln PD	School Zone (22)	\$4,852.51
Lincoln PD	General (24)	\$4,462.21
Lincoln PD	STEP (DSGPO) (3)	\$13,936.41
Lincoln PD	STEP (Impaired) (7)	\$3,103.91
Lincoln PD	STEP (Impaired) (8)	\$2,253.40
Lincoln PD	STEP (Impaired) (9)	\$2,937.25
Lincoln PD	STEP (Impaired) (14)	\$6,305.84
Lincoln PD	STEP (Impaired) (15)	\$15,144.82
Lincoln PD	STEP (Impaired) (20)	\$1,186.87
Lincoln PD	STEP (Impaired) (21)	\$4,979.78
Lincoln PD	STEP (Impaired) (23)	\$11,939.65
Lincoln PD	STEP (Impaired) (24)	\$9,852.16
North Platte PD	Nov. Make it Click (2)	\$6,733.00
North Platte PD	Distracted Driving (6)	\$9,641.00
North Platte PD	Make it Click (8)	\$13,728.14
North Platte PD	Speed (10)	\$8,286.94
North Platte PD	STEP (Halloween Impaired) (1)	\$891.63
North Platte PD	Citta SFST-NLETC (3)	\$1,574.00
North Platte PD	STEP (DSGPO) (4)	\$16,339.37
North Platte PD	STEP (Super Bowl Impaired) (5)	\$667.91
North Platte PD	STEP (Impaired) (7)	\$1,881.30
North Platte PD	STEP (Impaired) (11)	\$5,862.79

NSP Troop E	STEP (Impaired) (2)	\$31,942.76
NSP Troop E	STEP (Impaired)	\$12,647.21
NSP Troop E	Oct-Mar (1)	\$17,199.40
NSP Troop E	STEP (Impaired Oct-Mar) (1)	\$47,239.25
Plattsmouth PD	Nov. Make it Click (1)	\$2,828.18
Plattsmouth PD	Distracted Driving (3)	\$3,533.70
Plattsmouth PD	May OP (5)	\$10,676.62
Plattsmouth PD	Speed (6)	\$975.76
Plattsmouth PD	STEP (DSGPO) (2)	\$4,780.48
Plattsmouth PD	STEP (420) (4)	\$1,025.28
Plattsmouth PD	STEP (DSGPO) (7)	\$3,046.10
Saline CSO	Oct Halloween Seatbelt booth (1)	\$1,061.83
Saline CSO	Nov. Make it Click (3)	\$2,969.70
Saline CSO	Dec. General traffic (5)	\$5,675.49
Saline CSO	Jan. speed (6)	\$3,948.76
Saline CSO	Jan. General traffic (7)	\$3,322.44
Saline CSO	Feb. General Traffic (8)	\$4,698.29
Saline CSO	Feb. Speeding (10)	\$4,508.83
Saline CSO	Feb. OP (11)	\$4,963.11
Saline CSO	Distracted Driving (13)	\$2,115.27
Saline CSO	Distracted Driving (14)	\$3,884.25
Saline CSO	May OP (16)	\$2,660.86
Saline CSO	General Traffic (15)	\$5,318.70
Saline CSO	May OP (17)	\$3,765.71
Saline CSO	Make it Click (19)	\$2,665.77
Saline CSO	(Speed) (22)	\$3,958.13
Saline CSO	General (23)	\$1,093.46
Saline CSO	STEP (Oct Impaired)(2)	\$4,757.01
Saline CSO	STEP (Dec impaired) (4)	\$4,613.57
Saline CSO	STEP (Super Bowl Impaired) (9)	\$793.63
Saline CSO	STEP (Impaired March) (12)	\$1,290.42
Saline CSO	STEP (Impaired) (14)	\$1,942.13
Saline CSO	STEP (Impaired) (15)	\$2,279.44
Saline CSO	STEP (Impaired) (18)	\$4,972.20
Saline CSO	STEP (Impaired) (20)	\$2,891.94
Saline CSO	STEP (Impaired) (22)	\$7,155.20
Saline CSO	STEP (Impaired) (21)	\$3,245.67
Saline CSO	STEP (Impaired) (23)	\$2,186.91
Saline CSO	STEP (Impaired) (24)	\$2,152.94
Saline CSO	STEP (Impaired) (25)	\$1,538.44
Saline CSO	STEP (Impaired) (26)	\$1,978.74
Scottsbluff PD	Oct. Seatbelt (1) split w/405d-25-51	\$2,500.51
Scottsbluff PD	Nov. Make it Click (2) split w/405d-25-51	\$1,709.44
Scottsbluff PD	Dec. Community colab and General traffic (3)	\$6,118.39
Scottsbluff PD	Jan. Speed (4)	\$4,244.33
Scottsbluff PD	May OP and traffic (7)	\$6,550.79
Scottsbluff PD	May Make it Click (8)	\$8,570.58
Scottsbluff PD	Speed (9)	\$3,147.69
Scottsbluff PD	General (12)	\$2,591.68
Scottsbluff PD	STEP (Oct Impaired)(1)	\$2,542.00
Scottsbluff PD	STEP (Nov impaired) (2)	\$3,709.45
Scottsbluff PD	STEP (Super Bowl Impaired) (5)	\$5,249.90
Scottsbluff PD	STEP (Impaired May) (7)	\$720.00
Scottsbluff PD	STEP (Impaired March) (6)	\$4,945.24
Scottsbluff PD	STEP (Impaired) (9)	\$3,106.51
Scottsbluff PD	STEP (Impaired) (11)	\$20,955.89
Scottsbluff PD	STEP (Impaired) (12)	\$12,264.40
Scottsbluff PD	STEP (Impaired) (10)	\$8,013.94
Sidney PD	Oct--Mar General Traffic OT Enforcement (1)	\$665.94
York CSO	Oct. Speeding (1)	\$1,361.04
York CSO	Nov. seatbelt (2)	\$928.91
York CSO	Speed (7)	\$210.20
York CSO	STEP (DSGPO) (3)	\$1,749.13
York CSO	STEP (SFST refresher manuals) (4)	\$216.08
York CSO	STEP (Super Bowl Impaired) (5)	\$4,855.59
York CSO	STEP (Super Bowl Impaired) (5)	\$4,963.11
York CSO	STEP (DSGPO) (8)	\$677.33
		\$899,790.61

Results:

*Chart summarizes the 15 STEP Grant participants and reimbursements paid to those agencies for All-Traffic OT Enforcements and Community engagement and collaborations.

Drowsy Driving Public Information and Education (402-25-29)

Section 402: \$11,479.64

Increased public information and education in the 25 priority counties (quarterly) using paid, earned, and social media platforms to increase awareness and education around drowsy driving, distracted driving, and seat belt use.

Work with local communities in the 25 priority counties (schools, staff, parents, teens, local health departments and law enforcement) to increase knowledge around drowsy driving incidents, harms, and the ways to prevent drowsy driving.

Strategies:

Provide funding for the development/creation/production/ implementation of drowsy driving messaging to target audience, will focus on those 14-50 years of age. This includes print and electronic messaging, paid, earned and social media. Completion Date: September 2025

Provide mini-grant awards/contracts to a diverse group of agencies, organizations (for-profit/non-profit) to educate the local community members about drowsy driving prevention efforts. Completion Date: September 2025

Activities:

National Safety Council - Nebraska, Drowsy Driving project, Focused on drowsy driving presentations to students and seniors ▪ Promotional tools including posters and a media kit
Digital marketing aligned with presentations and geofenced

Traffic Records (402-25-30)

Section 402: \$58,633.36

The objective of this system support grant is to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Nebraska's traffic records system utilizing an updated Strategic Plan as a guide.

Strategies and Activities:

1. To provide overall general support to improve traffic record information and to ensure that a mechanism is available to provide information for special traffic record requests (both internal and external).
2. To provide a conduit for integration of the traffic records systems information (i.e. - CODES).
3. To provide related hardware/software for traffic records system support.
4. To provide a mechanism for local entities to apply for mini grants to improve their traffic records capabilities.
5. To update the Nebraska Traffic Records Strategic Plan.

Results:

- 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 FY25 (Oct 1, 2024-Sept 30, 2025) 37,272 investigator crash reports were received, of those 34,153 were electronic (91.6% of investigator 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 FY2025, 166 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2025, 167 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:
 - o October 17, 2024
 - o January 16, 2025
 - o April 17, 2025
 - o July 17, 2025
- The Traffic Records Strategic Plan was updated June 10, 2025
- Two mini-grants were awarded to improve traffic records data and training.

Date Awarded	Mini-grant	Grantee	Description	Amount
11/27/24	402-25-30-01	NE State Patrol	Forensics Trimble R4SLE GNSS Receiver Hardware & Firmware	\$59,202.75
2/7/25	402-25-30-02	Hamilton CSO	Trimble Catalyst DA2 GNSS Receiver	\$2,648.19

Speed/Program Coordination (402-25-32)
Section 402: \$13,357.03

Speed-related activities were coordinated through the HSO to ensure continuity, uniformity, and comprehensiveness in this area and will focus in the twenty-five counties which have been identified as “target” or “priority” counties and followed by the remaining counties. The coordination and assistance provide an essential element in speed-related programs. In order to impact attitudes regarding speed among Nebraska's motoring public it is necessary to provide technical support from HSO office in this concentrated area.

Target and Objective:

- To decrease the increasing trend of speed-related fatal, A and B crashes by maintaining a constant trend of 45 (2019-2023 rolling average) through December 31, 2025, and by thru December 31, 2026.
- To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 5,292 (2019-2023 rolling average) through December 31, 2025, and through December 31, 2026.
- 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.

The objective of this project is to provide salary, benefits, travel, office expenses, etc. for HSO staff to conduct the activities outlined in the Nebraska's "Performance-Based" Strategic Traffic-Safety Plan, October 1, 2024, through September 30, 2025.

Strategies and Activities:

- Provided coordination support and assistance to speed-related projects involving federal funding.
- Conducted desk monitoring for each speed-related project.

- The following speed-related projects were targeted: Traffic Enforcement Training; Speed/Program Coordination; Speed/Selective Overtime; Speed Equipment; and Speed/Public Information and Education.
- Assisted and provided technical speed-related data, reports, and information to contractors, law enforcement agencies, HSO staff, the public, legislature, etc.
- Provided assistance to law enforcement agencies and organizations with scheduling, maintenance, deliver and return the loaner Speed Monitoring Trailers. The HSO speed trailers were provided to eight (8) agencies, five (62.5%) within the target counties, and three (37.5%) in non-target counties (listed below).
 - Logan CSO
 - Saline CSO
 - Crete PD
 - Malcolm
- Attended highway safety seminars, conferences, workshops, meetings, trainings, etc. pertaining to speed-related projects.
 - All State Conference Teams meeting: monthly
 - GHSA Annual Meeting
 - NHTSA Region 7 meeting
 - Intro. To Speed TSI class
 - History of Speed TSI class
- Constructed tables, graphs, charts and other tabular and/or illustrative materials to present visual summary of analyzed specific data (speed-related traffic statistics).
 - Revised and updated information on urban and rural interstate fatal and injury crashes, and other speed-related statistics as requested.
 - Reviewed and kept updated the NHTSA Rules and Regulations regarding federal funds involving speed. Ongoing as information is provided.
- Performed daily all routine HSO activities and assignments regarding speed-related requests, surveys, reports, and handled scheduling of the speed trailers, etc.
 - Completed mini-grant contracts for selective overtime, radar awards and speed monitoring trailers as requested by law enforcement agencies. Updated website with speed-related statistics and charts.

Speed Public Information and Education (402-25-35)

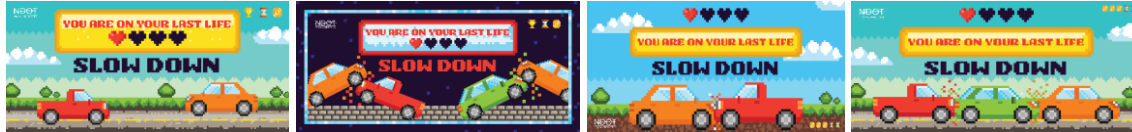
Section 402: \$60,519.00

To increase knowledge of the general public regarding speeding by providing speed-related public information and education in each of the target counties. To provide funding assistance through the “Mini-Grant Contract Application and Award” process to local enforcement agencies beginning with the twenty-four priority counties followed by the remaining counties if adequate justification is provided to purchase speed detection equipment.

Strategies and Activities:

- Produce/purchase and distribute speed-related materials (including brochures, newsletters, press releases, videos, and public service announcements).
- Maintain/update HSO website with current speed-related facts, statistics, resources and related links.
- Provide maintenance and insurance for three HSO speed trailers.
- Provide funding for mini-grant contracts specific to speed-related problems as need is demonstrated. In at least two of the twenty-three priority counties and/or other counties. Agencies are required to participate in a minimum of two special enforcement mobilizations and other specially identified enforcement efforts each year during the following three-year period. These participating agencies are eligible for funding consideration as long as they are able to provide supporting documentation and substantiate a need for a speed monitoring trailer.

- FY25 HSO contract with Red Thread to develop creative work for social digital ads, print materials, radio ads and Billboard designs for campaign (\$60,000)
- FY25 conducted a 2025 Speed Awareness Campaign in July 2025.
- Speed Awareness Campaign results: Facebook advertising estimated reach was 555,000 with 2.42 million impressions and an estimated Meta awareness placement generate a collective 21,300 ad recall (users likely to remember ad content) Google advertising is reported to have garnered 50,913 clicks, receiving 3.15 million impressions. Spotify streaming service generated 283 clicks and received almost 300,000 impressions and heard over 277,000 times. See the Red Thread report for more details.



- EZ Stat Data Logger Package was purchased to use with current Decatur Speed Trailers in inventory.
- HSO speed trailers were loaned twice to NDOT Traffic Engineering for road use at various locations.
- The HSO speed trailers were provided to twelve (12) agencies, five times within the priority target counties, and six in non-target priority counties (listed below). Lancaster County had the speed trailer used several times in various communities.

Agency	County
Cherry County Sheriff's Office	Cherry
David City Police Department	Butler*
Fillmore County Sheriff's Office	Filmore
Imperial Police Department	Chase
Lancaster County Sheriff's Office 3	Lancaster*
City of Malcom 3	Lancaster*
Nebraska Department of Transportation 2	Lancaster*
Nuckolls County Sheriff's Office	Nuckols
Richardson County Sheriff's Office	Richardson
Seward Police Department 2	Seward*
St. Paul Police Department	Howard
Thomas County Sheriff's Office	Thomas

Speed Selective Overtime (402-25-33)

Source 402: \$290,240.36

The first objective of this project is to provide funding assistance through the "Mini Grant Contract Application and Award" process to local law enforcement agencies within the twenty-five priority counties and with justification those non-priority counties, to conduct selective speed enforcement activities. Participating agencies will be provided with funding assistance for overtime salary expenditures.

The second objective is to provide funding assistance through the "Mini Grant Contract Application and Award" process to local enforcement agencies in the twenty-five priority counties and with justification, those non-priority counties, to purchase speed detection equipment. Participating agencies will be provided with funding assistance for 75% of the cost of the unit up to a maximum of \$1,200.00 with a limit of two units, and the agencies must agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.

Strategies:

1. The HSO will enter into mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective overtime speed enforcement activity. Approximately 20 mini-grant contracts will be entered into with law enforcement agencies. The following requirements will apply to the mini-grant contracts:
 - Baseline information on fatal, A and B injury crash data must be submitted so substantiate that a problem exists.
 - Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period of time. The contributing factor speed must also be addressed.
 - The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem speed must be included.
 - Regular speed enforcement activities by the local agency must remain at the current level. The selective speed overtime mini-grant contract must be in addition to the normal speed enforcement activities.
 - The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post- news release must be issued.
 - An activity report and project summary must be submitted with the reimbursement request.
 - A copy of the agency's seat belt and drug free workplace policy must be on file with the HSO.

Completion Date: September 30, 2025

2. Solicit participation from law enforcement agencies in the twenty-three priority counties. Additional solicitation will be conducted with the counties that have been targeted as "speed emphasis" counties.

Completion Date: September 30, 2025

3. The HSO will enter into approximately 40 mini-grant contracts with law enforcement agencies to provide funding assistance for the purchase of speed detection equipment. The following requirements will apply to the mini-grant contracts:
 - A maximum of two (2) radar units may be purchased by law enforcement agencies during the project period.
 - The roadway(s) where excess speed is a problem may be required.
 - Agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.
 - A copy of the agency's seat belt and drug free workplace policy must be on file with the HSO.
 - Activity generated with the speed detection equipment (citations and warnings issued) must be reported for three (3) fiscal years following receipt of the equipment.

Completion Date: September 30, 2024

Mini-Grant #	Agency	Activity	OT Hours	Citations	Reimbursed
4021-25-33-01	Omaha Police Department	October Speeding Enforcement	192	496	\$ 15,947.48
4021-25-33-02	Douglas County Sheriff's Office	Jan - Feb weekend speed enforcement	104	130	\$ 6,872.63
4021-25-33-03	Douglas County Sheriff's Office	April weekend speeding enforcement	80	90	\$ 5,460.54
4021-25-33-04	Nebraska State Patrol	Speed enforcement May-Aug	141	174	\$ 12,754.53
4021-25-33-05	Beatrice Police Department	Speeding HVE July 14-31, 2025	63	12	\$ 3,517.49
4021-25-33-06	Buffalo County Sheriff's Office	Speeding HVE July 14-31, 2025	61	62	\$ 3,467.52
4021-25-33-07	Colfax County Sheriff's Office	Speeding HVE July 14-31, 2025	85	42	\$ 3,698.60
4021-25-33-08	Columbus Police Department	Speeding HVE July 14-31, 2025	85	55	\$ 4,893.35
4021-25-33-09	Dakota County Sheriff's Office	Speeding HVE July 14-31, 2025	290	69	\$ 15,000.00
4021-25-33-10	Dixon County Sheriff's Office	Speeding HVE July 14-31, 2025	10	94	\$ 4,777.06
4021-25-33-11	Douglas County Sheriff's Office	Speeding HVE July 14-31, 2025	76	111	\$ 6,380.85
4021-25-33-12	Falls City Police Department	Speeding HVE July 14-31, 2025	111	96	\$ 4,954.20
4021-25-33-13	Gering Police Department	Speeding HVE July 14-31, 2025	66	44	\$ 3,125.58
4021-25-33-14	Grand Island Police Department	Speeding HVE July 14-31, 2025	120	549	\$ 7,128.35
4021-25-33-15	Hastings Police Department	Speeding HVE July 14-31, 2025	130	127	\$ 7,682.87
4021-25-33-16	Kimball Police Department	Speeding HVE July 14-31, 2025	38	27	\$ 2,388.08
4021-25-33-17	La Vista Police Department	Speeding HVE July 14-31, 2025	60	76	\$ 3,998.62
4021-25-33-18	McCook Police Department	Speeding HVE July 14-31, 2025	24	76	\$ 1,322.64
4021-25-33-19	Nebraska City Police Department	Speeding HVE July 14-31, 2025	115	33	\$ 7,054.84
4021-25-33-20	Nemaha County Sheriff's Office	Speeding HVE July 14-31, 2025	73	9	\$ 3,500.00
4021-25-33-21	Otoe County Sheriff's Office	Speeding HVE July 14-31, 2025	82	52	\$ 4,225.36
4021-25-33-22	Papillion Police Department	Speeding HVE July 14-31, 2025	97	121	\$ 7,411.88
4021-25-33-23	Platte County Sheriff's Office	Speeding HVE July 14-31, 2025	78	76	\$ 4,455.62
4021-25-33-24	Ralston Police Department	Speeding HVE July 14-31, 2025	44	106	\$ 2,487.56
4021-25-33-25	Richardson County Sheriff's Office	Speeding HVE July 14-31, 2025	146	143	\$ 6,922.26
4021-25-33-26	Sarpy County Sheriff's Office	Speeding HVE July 14-31, 2025	35	191	\$ 6,501.71
4021-25-33-27	Saunders County Sheriff's Office	Speeding HVE July 14-31, 2025	19	268	\$ 1,008.49
4021-25-33-28	Schuyler Police Department	Speeding HVE July 14-31, 2025	60	162	\$ 2,407.87
4021-25-33-29	Scotts Bluff County Sheriff's Office	Speeding HVE July 14-31, 2025	120	52	\$ 7,200.00
4021-25-33-30	South Sioux City Police Department	Speeding HVE July 14-31, 2025	117	121	\$ 7,049.38
4021-25-33-32	Nebraska State Patrol	Speeding HVE July 14-31, 2025	472	536	\$ 40,000.00
			3194	4200	\$ 213,595.36

Results:

The HSO provided a total of 32 mini grant awards to Nebraska Law Enforcement Agencies to carry out Speeding Prevention Enforcements. 27 of the mini grants were for the Speeding Prevention Enforcement conducted July 14 – 31, 2025. Four mini grants were for enforcements in specific locations and areas.

•

Contract Awards

Alliance Police Department	Eagle 3 K Band	\$3,600.00
Ashland Police Department*	Eagle 3 K Band	\$1,200.00
Bennington Police Department*	Stalker Dual SL	\$1,200.00

Bellevue Police Department	Tru Speed Lidars Cancelled	\$0.00
Blair Police Department	Python III FS	\$1,200.00
Boone County Sheriff's Office	Python 3KA cancelled	\$0.00
Buffalo County Sheriff's Office*	Stalker DSR	\$2,400.00
Burt County Sheriff Office	Stalker Dual Radars	\$2,400.00
Cass County Sheriff's Office*	Stalker Dual	\$2,400.00
Cedar County Sheriff's Office*	Stalker DSR	\$1,200.00
Chadron County Sheriff's Office*	Python III FS	\$1,200.00
Chase County Sheriff's Office	Stalker Dual	\$1,200.00
Crete Police Department	Stalker Dual SL	\$1,200.00
Dakota County Sheriff's Office*	Eagle 3 K Band	\$2,400.00
David City Police Department*	Stalker Dual	\$2,400.00
Dawson County Sheriff's Office*	Stalker DSR	\$2,400.00
Dodge County Sheriff's Office	Stalker DSR	\$2,400.00
Dixon County Sheriff's Office	Stalker Dual	\$1,200.00
Gage County Sheriff's Office*	Stalker DSR 2X	\$4,800.00
Garden County Sheriff's Office*	Eagle 3 K Band	\$1,200.00
Garfield County Sheriff's Office	Stalker Dual	\$2,400.00
Grand Island Police Department*	Stalker DSR	\$2,400.00
Grant County Sheriff's Office	Python III	\$1,045.50
Hamilton County Sheriff's Office*	Stalker Dual	\$2,400.00
Harlan County Sheriff's Office	Stalker Dual	\$2,400.00
Holdrege Police Department*	Eagle 3 Dual KA	\$1,200.00
Madison County Sheriff's Office*	Stalker DSR	\$2,400.00
Madison Police Department	Stalker DSR 2 Ant.	\$2,400.00
McCook Police Department	Stalker Dual SL	\$1,200.00
Milford Police Department*	Stalker DSR	\$1,200.00
Morrill Police Department*	Stalker DSR	\$1,200.00
Nance County Sheriff's Office	Stalker Dual SL	\$2,400.00
Nebraska City Police Department *	Stalker Lidar XS	\$1,200.00
Nebraska City Police Department *	Stalker Patrol	\$1,200.00
Ogallala Police Department	Stalker Dual SL Cancelled	\$0.00
Pawnee County Sheriff's Office	Stalker Patrol r	\$2,400.00
Saline County Sheriff's Office*	Stalker Patrol	\$1,200.00
Sherman County Sheriff's Office*	2 Stalker DSR 2X	\$2,400.00
Thomas County Sheriff's Office	Stalker Dual 2X	\$1,200.00
Valley County Sheriff's Office*	Stalker Dual KA	\$1,200.00
Valley County Sheriff's Office*	Stalker Dual KA	\$1,200.00
Valley Police Department*	Stalker Lidar RLR	\$1,200.00
Washington County Sheriff's Office*	Stalker DSR 2X	\$4,800.00
Total		\$76,645.00

- To review and process the invoices for the awarded speed detection equipment.
- Forty-three (43) radar mini grants were reviewed and processed. 3 radar mini grant awards were canceled by agency.

- **FY2025 Activity:**
 - The 65 radar units that were awarded in FY2025 resulted in a total of 1047 speeding citations and 3,303 speeding warnings.
 - The 56 radar units that were awarded in FY24 resulted in a total of 1,672 speeding citations and 3,995 speeding warnings.
 - The 72 radar units that were awarded in FY23 resulted in a total of 1866 speeding citations and 3,315 speeding warnings.

There were 3,194 total overtime hours worked resulting in 4,200 citations. Of these citations, 2,464 citations were issued for speeding, 78 citations were issued for seatbelt violations, and 65 drivers were arrested for driving while intoxicated.

Employer Distracted Driving Education Campaign (402-25-38) Section 402: \$107,923.18

NSCN will reach 1,000+ workforce participants with messaging regarding transportation-related, workplace fatalities, distracted driving, and seatbelt usage.

In-person: NSCN reached at least 3,000 workforce participants in person at booths/tables at company safety events, industry safety events, conferences, and similar events.

NSCN also engages its member companies (1,000+) and other employers via email, social media, digital advertising, and similar mediums.

500+ of these individuals will be reached via direct presentations at employer location(s).

The National Safety Council – Nebraska Chapter (NSCN) reached nearly 3,200 employees directly via presentations between the two advocates, Tracy and Nicholas. A list of all presentations can be found at the end of this document. NSCN will regularly attend coalition meetings, educational events, particularly those focused on driving age students, and safety fairs. These will be focused on the target counties (Douglas, Sarpy, Washington, Adams, Box Butte, Buffalo, Hall, Lancaster, Madison, Platte, Scottsbluff, Seward, and York). NSCN advocates also regularly attend coalition meetings, educational events, conferences, and seminars/webinars related to traffic safety issues. Project Extra Mile, the Nebraska Community Collective, and MAPA (prior to plan completion) are the most frequented.

NSCN will increase general reach to promote and educate the public on distracted driving and seatbelt issues, amongst other safe driving habits, through online presence, social media, and other media forms including mailings, emails, billboards, and radio advertisements.

NSCN attends public/community events related on safety and well-being to educate the public about Nebraska traffic safety issues/trends, safe driving practices, and provide resources to the same effect. NSCN's online presence engages the public on these same issues via social media, visual campaigns, and email/mail campaigns.

Strategies:

NSCN will reach out to its 600+ members via email, networking events, the "Our Driving Concern" website, and offer free presentations on location. NSCN will reach other employers, as well, through digital and printed materials on social media and trade events. These activities will be reported monthly.

NSCN will regularly participate in coalition meetings, educational events, and safety events to increase reach within the community amongst students and the public and report these monthly.

NSCN will increase social media reach and website traffic to build awareness and educate a broader audience.

NSCN will participate in local area community events, based on demographics and availability, to raise awareness of distracted driving.

NSCN will update the Our Driving Concern website (www.nedrivingconcern.org) regularly updating and adding additional resources for our users.

Activities:

Evaluate crash data (2023-2024) to determine if there was a decrease in the increasing trend of distracted driver fatal, A and B incidents by 1 percent from 899 to 863.

Increase “Our Driving Concern” website traffic and free resource downloads by 10% over the three year averages.

Three year website traffic average: 10,000 views goal is 11,000 views. This will be tracked monthly, and data referenced to key events such as presentations, conferences, and other events where the site was advertised.

ODC website traffic dropped somewhat to 7,500 views* in the 2024-2025 grant year, despite promotion in presentation slides, emails, social media, and its listing via URL/QR code on resources. The newly designed ODC website, launched in August 2025, provides greater value for users, specifically employers, and we are optimistic this difference will improve traffic. Example changes include navigation updates and form pages designed to engage users and provide easier access. Many resources were also updated, some specifically requested by safety professionals post presentation.

*Note: Monthly reports were erroneously tracking website users, not views. There were just over 5,000 new users on the site this grant year.

Three year download average: 800 downloads; goal is 880 downloads. This will be tracked monthly, and data referenced to key events such as presentations, conferences, and other events where the site was advertised. Downloads (540) did not reach the goal, either, however we hope to see improvements with new resources that are more easily obtained. Furthermore, we mailed member companies samples of some of the materials from the website to put resources directly in front of safety/HR contacts to demonstrate further value. Increase social media impressions to 15,000 annually, and to 750 engagements annually. NSCN utilizes Facebook and LinkedIn platforms for social media. The combined impressions*:

Impressions: 12,438

Engagements: 1,568

*RADAAR, the software used to track social analytics was disconnected from LinkedIn around March of 2025. While the connection was restored, the software moved this data to a “legacy” section. While data for the entirety of the missing months can be pulled, there is no way to isolate the dates specific to ODC/safe driving messaging posts. It is likely that we did meet our 15,000 impressions goal, but it cannot be verified exactly. This process is already being altered for next year’s reporting.

Survey Insights:

After the presentation, a question was asked about whether or not the information presented would lead individuals to change either their own behaviors, and/or share the information to influence others at home or work. The other option was that they were not influenced to change at all. 84.67% of respondents reported that the presentations would have some impact on their behaviors.

As is the case with many national studies, seatbelt use tended to be lower in men vs women, however 62% of respondents reported ALWAYS wearing a seatbelt, 33% wear theirs about 90% of the time, and only 1% reported NEVER.

Also similar to national studies, when asked about the perception of their own driving versus that of others, respondents tend to rate their own habits and abilities higher.

OTHER SURVEY DATA: This year, a few students undertook surveys of their peers for projects about traffic safety. The students were allowed to design their own surveys but consulted with NSCN for advice and suggestions. Two key takeaways influenced ongoing talks to students

Students prefer presentations to be about 20-30 minutes.

Students know that distracted driving is dangerous, particularly phone usage (yet 95% still reported using it at least occasionally while driving, however did not perceive the same risks from conversations with passengers, eating/drinking and driving, and other distractions.

Campaign Impressions:

Digital/Billboard messaging during the 100 Deadliest Days reached over 1.2 million impressions.

Presentations Given (Employers Only): 3,156 employees were reached by direct presentations between the two advocates (1277 – Tracy, 1894 – Nicholas). 43 presentations total.

Project Night Life Expansion (402-25-40)

Section 402: \$104,480.10

Reduce number youth-involved (drivers ages 16-20) fatal, A and B crashes by 2.5 percent from (2016-2020 moving average) to 240 in 2025.

Objectives:

- Continue the expansion of training and awareness of Omaha Police Recruits, local law enforcement agencies and other stakeholder organizations about Provisional Operator's Permit and risky driving behaviors by young drivers.
- Increase knowledge of Provisional Operators' Permit restrictions, recent legislation, and risky driving behaviors by a minimum of 3,500 students, parents, and community members.
- Target high crash locations and youth activities (sporting events, dances, school vacations) to increase enforcement during high-risk drive time. Increase enforcement of safety-related violations between 12:00 midnight and 6:00 as well as, 3:00 p.m. and 6:00 p.m. by a minimum of 175 hours.
- Enhance Project Night Life's (PNL) branding for the purpose of expanded outreach throughout the metropolitan area in an effort to increase awareness and education of the overall mission and goals of the program. This includes expanded social media outreach.
- Establish new working relationships with K-12 and higher education partners in the Omaha metropolitan area.
- Enforcement efforts in tandem with education of POP restrictions and risky driving behaviors in an attempt to drive down crashes involving target group.

Strategies and Activities:

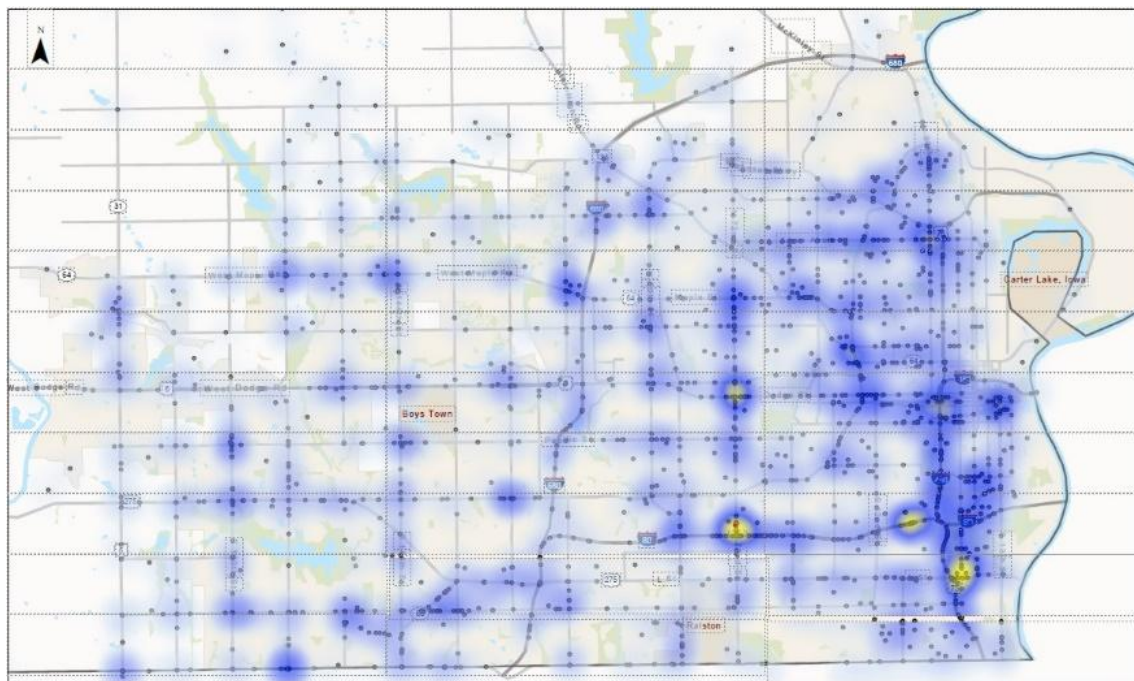
1. Schedule a minimum of thirty-four (34) roll call briefings for Omaha Police Officers on the POP statute/restrictions and risky driving behavior by young drivers.
 - PNL Sgt. Adam Turnbull, Ofc. Kelly and Ofc. Rubin conducted thirty-four (34) Roll Call Briefings during 2024 grant year.
 - PNL Ofc. Lampert compiled an online roll call training through the Power DMS program for Omaha Police Officers. OPD has used online Roll Call Training through the Training Academy since 2017 for continued education and training materials that can be issued via bulletins instead of attending in person roll calls.
 - The training covered the following: School Learner's Permit, School Permit, Learner's Permit, Provisional Operators Permit, and Operators License class O. Each permit and license category explained the age, administrative, and driving requirements to hold such permit or license and if any restrictions attached to the permit or license. All sworn police personnel (full and part-time) were required to sign off on the training. This training bulletin went out to 890 sworn employees. This was the yearly refresher training for

the department regarding the Provisional Operators Permit. **Attached to this Year End Report is the mandatory refresher training that was presented.**

2. Re-identify high-crash locations to target drivers 20 and under driving between 3:00 p.m. and 6:00 p.m. in areas other than schools.

In October of 2025 PNL coordinated with personnel in the City of Omaha's Public Works Office as well as OPD's Crime Analysis Unit to obtain updated crash data involving teenage drivers.

This effort resulted in a "hot spots" map as well as personal injury and alcohol related crash statistics for 13–19-year-old drivers. The statistics and data show for FY 2024 to FY 2025 the number of crashes involving teenage drivers dropped from 461 in FY 2024 to 354 in FY2025. Impairment involved data remained relatively the same. In FY 2024, data showed 55 impairment involved and in FY 2025 showed 53 impairment involved. A decrease in 2 impairment related incidents. However, injury involved collisions with teenage drivers



2020 Crashes Involving Young Drivers (Ages 13-19) In Omaha

increased. In FY 2024 during with no time restrictions there were 387 injury involved collision and in FY 2025 there was 538 which showed an increase of 151 injury involved collisions.

3. Continue to develop and expand "Project Night Life" outreach and educational opportunities to include

surrounding local law enforcement agencies and supporting stakeholder organizations/programs.

- All members of the PNL Squad planned and led the instruction of OPD Police Recruits in DUI Detection and Enforcement including SFST training, this included lateral recruit and recruit classes.
- Officer Lampert of the PNL Squad Is a Drug Recognition Expert. SGT Turnbull is trained in ARIDE and is an SFST instructor. Sgt. TURNBULL administered the PNL program from October 2204 through June 2025. Sgt. REESON took over administration in late June 2025. Officer Lampert was part of the PNL team from February 2025 to September 2025. Officer McNichol took over for Ofc. Lampert in September 2025. All members remain active in the enforcement of impaired driving.
- PNL Squad members participated in numerous NDOT funded grants including: Speed grants in October 2024 and July 2025, Seatbelt grant in November 2024 and May 2025. DUI grant in December 2024, February 2025, March 2025 and August/September 2025, Project Extra Mile Party Patrol Grant in May 2025 and construction zone grant in April 2025 in addition to the 64 PNL enforcement operations that were conducted throughout the fiscal year (October 1st, 2024 to September 20th, 2025).

4. Update educational materials targeting young drivers, their parents, and the community including the "Project Night Life" presentation. Continue to modify the PowerPoint presentation that has been developed by adding videos, photos of crashes and current statistics on teen driving behaviors such as safety belt use, distracted driving and drinking while driving.
 - PNL Officers updated the statistics in the Power Point student presentation including:
 - o seatbelt use from the NDOT statistics
 - o POP crash rates undated from most current NDOT stats and Omaha Traffic/Public Works Statistics
 - o DUI and DUI Drug statistics updated
 -
5. Conduct a minimum of a hundred (100) educational presentations to youth, parents and community at events, schools, and other places where teens are likely to congregate.
 - PNL Officers conducted one hundred twenty-five (125) presentations at area schools and driving schools, reaching a total of 4,767 students and young drivers. These presentations are a 90-minute presentation about the risks and dangers of teenage driving. Typically, these presentations are targeted towards Freshman, Sophomores, and Juniors who have School/Learner Permits and POP Driver Licenses.
6. Establish new working relationships with at least five (5) local schools, colleges and/or universities; specifically, with campus organizations and athletics by providing presentations related to risky driving behaviors.
 - During the 2024 grant year PNL team develop new contacts with the following: Bluestem Middle School, Brownell Talbot High School, Yutan High School and Buena Vista High Schools.
7. Expand social media campaign promoting Project Night Life and facilitating the success of its goals and objective through new platforms and tactics.
 - PNL team obtained department approval and created an OPD Project Night Life official Twitter account (@OPDNightLife). This account is used for outreach via the main OPD Twitter account.
 - PNL has 1,467 twitter followers (tripled from last year) and is frequently reposted by local media and other popular twitter pages (like Omaha Scanner).
 - One twitter post exceeded 33k view, several post exceeded 20k views.
 - OPD Project Night Life official Twitter account (@OPDNightLife) is active and used for outreach via the main OPD Twitter account.
 - @OPDNightLife has 2,045 followers up from 1467 followers (FY2024) and is frequently reposted by local media and other popular Twitter pages (like Omaha Scanner).
 - Twitter is essentially a cost-free method of promoting Project Night Life and providing useful information to the public. Several posts were made throughout the year with several consistently in the 2K-19K range.
8. Conduct a total of fifty-five (55) monthly selective overtime enforcement operations. Selective enforcement efforts will continue monthly concentrating on high crash locations and extracurricular activities involving young drivers. These enforcement operations will also focus on DUI and distracted driving including texting.
 - Project Night Life, with the assistance of the OPD Traffic Unit and the Uniform Patrol Bureau, conducted **64** targeted enforcement operations in FY2025. Stats are listed below.

To provide an opportunity for judges and prosecutors in Nebraska to attend at least one traffic safety training annually, with a focus on impaired driving, in order to raise education, awareness and provide for uniformity and continuity when administering Nebraska state laws.

Strategies:

Enter into mini-grant contracts with the Nebraska Supreme Court, Office of Judicial Branch Education and/or other judicial entities to provide funding assistance for training for judges and/or prosecutors. The following requirements will apply to the mini-grant contracts.

- A description and the location of the training/conference must be submitted.
- An itemized breakdown of expenses associated with the training/conference must be submitted.
- A justification of why the training/conference is needed.
- The names of the individuals attending the training must be provided.
- After the training has been attended, an evaluation of the training must be submitted with the reimbursement request.
- A copy of the agency/organization's safety belt and drug free workplace policy must be on file with HSO.

Results:

June 2025 mini grant awarded \$8,280.00 to the Nebraska Supreme Court for the Judicial June Conference. The mini grant covered one-third (1/3) Judicial College guest speaker Judge Anchondo fee and Nebraska Judges travel and lodging. Topics covered impaired driving, Cannabis/marijuana substance use disorder, related cannabis laws, related criminal laws and courtroom procedures.

Law Enforcement Liaison (402-25-42)
Section 402: \$15,328.74

The coordination and assistance of law enforcement provide an essential element in a successful alcohol and seat belt awareness program. Maintaining active, positive relationships with law enforcement agencies is vital to ensure successful engagement in required high visibility enforcements and other activities to meet our target outcomes.

Targets and Objective:

- To decrease the increasing trend for traffic fatalities by maintaining a constant trend of less than 235 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- To decrease the increasing trend of unrestrained passenger vehicle occupant fatalities in all seating positions by maintaining a constant trend of 97 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 67 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- 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.
- To decrease the increasing trend of all other fatal, A and B crashes by maintaining a constant trend of 4,470 (2019-2023 rolling average) through December 31, 2025, and through December 31, 2026.

The objective of this project is to provide salary, benefits, travel, office expenses, and training to fulfill the strategies of law enforcement-related activities outlined in Nebraska's "Performance-Based" Triannual Traffic Safety Plan.

Strategies and Activities:

- To provide promotion, support and assistance to law enforcement agencies across the state as related to traffic safety projects involving highway safety federal funds.
- To conduct desk monitoring for each assigned traffic safety project.
- To conduct on-site visitations to law enforcement agencies.
- To assist and provide technical traffic safety resources, data, and any other information as it pertains to law enforcement engagement in traffic safety.
- To attend highway safety and law enforcement seminars, conferences, workshops, meetings, training, etc. pertaining to traffic safety and law enforcement.
- To construct tables, graphs, charts and other tabular and/or illustrative materials to present a visual summary of analyzed specific data (i.e. motorcyclists, pedal cyclists, pedestrians, train/motor vehicles, large trucks, school buses, etc.).
- To review and keep updated on NHTSA rules and regulations regarding highway safety federal funds involving traffic safety.

Results:

Bruce provided promotional 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.

Panhandle Public Health District (PPHD) (402-25-43)
Section 402: \$125,177.00

Panhandle Public Health District will partner with area businesses and employers and the Panhandle Prevention Coalition to develop safe driving policies and education both on and off the job inclusive of family members. This will encompass the topics of occupant protection, speed, distracted and impaired driving. Panhandle Public Health District will implement a mass communications campaign during key agriculture times to promote agricultural worker and truck driver safety. Panhandle Public Health District will maintain coordination of the active living advisory committees in Gordon, Alliance, the Tri-Cities (Scottsbluff, Gering, Terrytown), Kimball, Bridgeport, and Chadron and implementation of traffic calming strategies for driver and pedestrian protection. Panhandle Public Health District will partner with schools on education around seat belts for students, families, and facilities. We will also work with partners to increase access to Driver's Education in the Panhandle. Finally, we will partner with community groups regarding alcohol education and awareness. Along with a marketing campaign targeted population of 20-55.

Strategies and Activities:

Continue to review and research current evidence-based safety literature to determine best resources to develop education and policy recommendations. Completion Date: September 30, 2025

Continue to develop and update presentations/training materials to educate and raise awareness around road safety programing and the benefits to employers, employees, and employee families.

Completion Date: September 30, 2025

Conduct a minimum of three educational presentations to employees through employer-sponsored events and prevention partners. Completion Date: September 30, 2025

Sponsor a speaker and educational resources at the fall Panhandle Business & Employer Safety & Wellness Conference on occupant protection, speed, distracted and impaired driving. Completion Date: September 30, 2025

Continue to develop and update employer resources to include policies, messaging, presentations, and support for regular safety updates. Completion Date: September 30, 2025

Connect with school FCCLA contacts to gauge interest in FACTs (Family Acting for Community Acts). Completion Date: September 30, 2025

Assess schools and parents on Driver's Education availability. Completion Date: September 30, 2025

Work with DHHS and other entities to offer additional Driver's Education classes in the Panhandle.

Completion Date: September 30, 2025 (reference: GHSA Spotlight Report - Young Drivers and Traffic Fatalities 10.18.23.pdf).

Work to lessen barriers for under resourced families around Driver's Education and other highway safety initiatives. Completion Date: September 30, 2025

Increase teen driving knowledge and awareness by creating a teen traffic safety campaign and providing education messaging, educational materials, and through social media. Completion date: September 30, 2025

Increase Older Driver demographic and general public knowledge and awareness statewide by providing educational messaging, educational materials through local community organizations/agencies outreach where older drivers meet. Completion date: September 30, 2025

Maintain a tracking mechanism for employer policy adoption, educational sessions, and public communications impact. Completion Date: September 30, 2025

Maintain active living advisory committees in Gordon, Alliance, the Tri-Cities (Scottsbluff, Gering, Terrytown), Bridgeport, Kimball, and Chadron to implement traffic calming strategies for driver and pedestrian protection. Completion Date: September 30, 2025

Implement a communications campaign with area media for Distracted Driving Month, Seat Belt Enforcement Campaign, and during harvest times in the Panhandle. I.e. Wheat harvest in July, Beet harvest in September. Completion Date: September 30, 2025

Encompass all marketing communications, education, policy templates, and messaging in PPHD's regular communications channels and prevention partners through social media, annual report, news release distribution lists, e-newsletters, billboards, radio ads, newspaper ads, and other identified communication mediums when applicable. Completion Date: September 30, 2025

Submit regular updates to the Nebraska Highway Safety office as per reporting requirements. Ongoing October 1-2024-September 30, 2025

Janelle connected with activate groups

Gordon – 2/13

Kimball – 2/20 (with Jessica)

PWWC February newsletter, 31% open rate, Nicole connected with Two Rivers on HSO presentation 2/5/25, Janelle conducted a CarFit program at the Alliance Senior Center 2/10/25

Jessica attended the virtual HSO Advocates Meeting 2/13/25, Janelle gave HSO information to Stockmen's Pharmacy in Gordon and Crawford, and Dave's

Pharmacy in Hemingford and Alliance since their employees do deliveries and for them to post for their customers. Motivational speaker Cara Filler presented to four schools in the Panhandle in March.

HSO billboard for ag equipment is being produced and will be placed in April at the following locations:

Gordon, Bridgeport, Chadron, Scottsbluff



Crosswalks were painted in Kimball High School – May 2nd

June – Railroad

Radio - \$3,000 to local stations (\$1,000 each for Flood Communications, Eagle Radio, and Chadrad)

Spotify - \$1,000

July – Senior Drivers, Billboards – up to \$5,000 for up to 4 locations

Newspapers - \$2,000 (all area newspapers)

August – Youth Focused/Back to School, Spotify - \$2,000 geo-fenced for 14-24 year olds

Google Ads - \$2,000

September – Ag Safety/Harvest, Radio - \$1,500 to local stations (Rural Radio)

Older Driver Public Information and Education (402-25-44)

Section 402: \$8,064.83

1. Provide funds for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media).
 - February 20, 2024, mini grant awarded to Four Corners Health Department (FCHD) to conduct fifteen (15) presentations in the counties served by FCHD: Butler, Polk, Seward, and York counties.
 - March 29, 2024, mini grant awarded to Pan Handle Health Department to conduct presentations at seniors' centers in Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Kimball, Morrill, Scotts Bluff, Sheridan and Sioux counties.
2. To focus 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.
 - February 2025 Four Corners Health Department (FCHD) attended the February 2025 Nebraska Highway Safety Conference in Kearney, NE
 - (Angel Dale FCHD PM developed a Drowsy Driving PowerPoint station for traffic safety and older driver presentations.
 - HSO Project Manager sent Angel Dale information from American Society On Aging "the Longevity Revolution Is Here How will Respond" to review to augment for FCHD mini grant activities.
 - FCHD (Angel Dale) attended the April 2025, Memorial Health Care Systems Annual Health Fair Seward, NE and participated with booth. Angel reported 25 MyMobility Plan, Aging and Your Eyes brochures were given to seniors that stop at the booth. Approximately 1,200 individuals attended the fair.
 - Angel Dale gave an older driver presentation at Memorial Health Care Systems Hospital Seward, NE. HSO PM attended to monitor presentation and see attendees' responses to presentation. Approximately 35 seniors attended the presentation
 - Angel Dale presented at the Seward Lied Senior Center Seward, NE, seven seniors attended the presentation.
 - FCHD reserved booth for the York County Fair York NE, topics covered with seniors included older driver safety and MyMobility Plan. In addition, National Highway Traffic Safety Administration (NHTSA) traffic safety and Traffic Sa materials were also handed to individuals stopping at the booth. FDCH estimated around 500 individuals stopped at the booth and 18 my MyMobility Plans were given to seniors.
 - York Sunrise Sertoma older driver presentation 10 seniors in attendance.
 - 27 seniors attended the Butler County Health Caregiver Seminar Fair.
 - Butler County Fair 25 copies of MyMobility Plan distributed
 - Seward County Fair 24 copies mMYMobiltiy Plan distributed.
 - FCHD PM Angel Dale gave two older driver presentation at the York Correction Center for Women to staff and individuals transitioning to public life. Approximately 50 individuals attended the presentations.
 - FCHD August-September 2025, social media targeted campaign to reach seniors in the four counties FCHD serves. The campaign generated 35,716 impressions, 40 clicks, with a click through rate of 0.11 percent and had 40 site visits for additional information. Device distribution analytics are mobile 68.30%, PC 23.69% and Tablet 8.01%. withd 40 site visits for additional information. Graphics displaying pictures and verbiage about watching for changes in driving as we age – staying safe behind the wheel and planning for when we can't. Older driver graphics were displayed on websites and device apps. Included top websites included Fox News, Mirror Newspaper, Cardgames.IO, Money Inc, TMZ, and Arkadium. (\$2,980.00)



- FCHD created an Older Driver page on the FCHD webpage featuring older driver information featuring materials MY Mobility Plans and National Highway Transportation Administration (NHTSA) and Traffic Safety Marketing TSM) Older Driver information.

Child Passenger Safety Training (405b-25-09)

Section 405b: \$52,664.55

This project looked to add 64 new child passenger safety technicians through training in FY2025. HSO will provide for at least four (averaging 16 students per class) class trainings, and will provide printed materials, LATCH manuals, and logistics to carry out private trainings (hospitals, local health departments) for approximately 64 new technicians, while maintaining an above-average recertification rate.

To increase the availability of child passenger safety (CPS) resources to the inspection stations and at the checkup events to encourage parents and/or caregivers to properly utilize child safety restraints in all positions of the motor vehicle.

To hold an annual Update Event to support training and recertification, of child passenger safety technicians in the state, through Classroom Education Units (CEU's) as required by Safe Kids Worldwide to maintain certification.

Strategies:

Provide funding for at least four CPS technician classes to support increased capacity, number of inspection stations, and reach of community check-up events. Items covered in training include lodging, meals, mileage, materials, supplies, and educational training equipment. Completion Date: September 30, 2025

Provide funding to increase the number of certified CPS Instructors throughout the state. Items include lodging, meals, mileage, materials, supplies and educational training equipment. Completion Date: September 30, 2025

Provide funding for Annual Update Event to maintain/increase certified CPS technicians. Items for the Update Event include LATCH manuals, lodging, meals, mileage, materials, supplies and educational equipment. Completion Date: September 30, 2025

Activities:

Loup Basin Public Health Department, Child Passenger Safety Technician training scholarships, 405b-25-09-01 \$1,525.00

Send 4 LBPHD staff to CPST training to increase the efficacy of LBPHD's inspection station
Certify Director Jeffries as a Technician Proxy able to recertify CPSTs

City of York/Holthus, CPST Estimated 130 Child Passenger Safety Technicians from across Nebraska attended, new 2025 Latch manual, 400 2025 LATCH manuals

Safe Ride News, CPST publications

October 2024 Omaha CPST Class 7 instructors, 16 students - 3 were English as a second language.

October 2024 Omaha CPST Class 7 instructors, 16 students - 3 were English as a second language.

March 2025 Lincoln CPST Class 8 Instructors, 16 students – this class was made up of students from the Lincoln Cultural Centers, with the goal of certifying CPSTs with secondary language skills to be able to reach more underrepresented populations.

Children's Nebraska with funding for Amy Borg and Travis Hedlund to attend the 2025 Kidz In Motion Conference.

Mary Lanning Healthcare with funding for Amanda Ablott and Amy Santos to attend the 2025 Kidz In Motion Conference from August 13th through August 15th. \$2,691.00,

Occupant Protection Public Information and Education (405b-25-10)

Source 405b: \$335,242.17

Provide occupant protection information and educational messaging to increase the knowledge of the public regarding the safety benefits of using occupant restraints in all seating positions. Provide support occupant protection enforcement activities and community events to increase seat belt usage (community seat belt surveys, school-based OP surveys, health fairs, CPS child safety seat checks). Increase reach to target audience, individuals, and parents (14-50 years of age). Public information and education will be carried out through; expanded social media platforms, television, radio, billboards, print, vehicle wrap and digital marketing, as well as high school, collegiate and professional sports avenues.

Work with the Drive Smart Nebraska Coalition and other key partners (law enforcement, non-profits, employers, schools, school-based clubs, and health departments) to provide increased education, in our target counties.

Strategies:

Provide funding for the development/creation/production/implementation of occupant protection messaging to target audience, (14-50 years of age) individuals and parents, emphasizing occupant protection in all seating positions. Completion Date: September 30, 2025

Provide mini-grant awards/contracts to a diverse group of agencies, non-profit, local health departments, and businesses. Completion Date: September 30, 2025

Provide funding for educational activities and resources to support increased education, for occupant protection, in the priority counties. Completion Date: September 30, 2025

Activities:

National Safety Council – Nebraska, Seat Belt Presentations and Media

Nebraska State Patrol, public safety marking campaign, Distracted, Impaired, Speeding, and Drowsy are main topics.

UNK Nebraska Safety Center, Ground Your Parents project

Flood Communications, seat belt radio ads

Hurrdat, Husker Sports Radio and Mike Sautter, Buckle Up, Phone Down

iHeart Media, seat belt radio ads

The Ticket, NSAA Baseball, (40) 30-second commercials over 1 week of games

Name mentions during the week of games as a sponsor of all Boys State Baseball broadcasts

All ads to also play on mobile/online stream

Child Passenger Safety CSS Purchase and Distribution (405b-25-12)

Source 405b: \$32,164.64

To increase education and awareness regarding proper child passenger safety seat installation and increase the availability of child safety seats for rural and low-income parents/caregivers statewide. This can be achieved through increasing the number of new child passenger safety technicians trained from 74 in 2024 to 78 in 2025, and by sustaining a recertification rate at or above the national average 55.5% (*Safe Kids Worldwide*).

To continue to promote proper child safety seat use by increasing awareness and supporting accessibility of child safety seats for rural and low-income parents/caregivers statewide.

Strategies:

Provide child safety seats for inspections stations with special attention to rural and low-income/high-risk parents and/or caregivers, through mini-grant process. Completion Date: September 30, 2025

Provide child safety seats for checkup events focusing on rural and low-income/high-risk parents and/or caregivers, through mini-grant process. Completion Date: September 30, 2025

Maintain the Inspection Stations at/or around, 20 and increase as needed in underserved areas using target counties as a guide. Focus on underserved target counties. Completion Date: September 30, 2025

Provide for at least four public CPS Technician training events (16 students per class), as well as recertification course opportunities throughout the year. Completion Date: September 30, 2025. Implement programs to: recruit and train nationally certified child passenger safety technicians serving low-income and underserved populations, educate parents and caregivers in low-income and underserved populations regarding child restraints, purchase and distribute child restraints to low-income and underserved populations (must use not less than 10% of funds on these activities.)

Activities:

Loup Basin Public Health Department, 13 car seats,

Panhandle Public Health Department, 37 car seats

Mary Lanning, 48 car seats

Lincoln-Lancaster County Health Department, 38 car seats,

CHI ST Franciscan Healthcare, 32 car seats

Brodstone Healthcare, 16 car seats

CHI St. Franciscan Healthcare, 34 car seats

Three Rivers Public Health Department, 30 car seats

CHI Health Good Samaritan, Community and inspection station events, 38 seats

Panhandle Public Health District, Community and inspection station events, 36 seats

Elkhorn Logan Valley Public Health Department, 14 seats, Usage of child passenger safety seats promoting injury prevention, Inspection stations to acquire child safety seats for distribution to low-income residents

Three Rivers Public Health Department, Usage of child passenger safety seats promoting injury prevention and reducing injury-related costs, 32 car seats

Crete Police Department, 35 car seats

Lincoln-Lancaster County Health Department, 40 car seats

Occupant Protection Information System (405b-25-13)

Source 405b: \$64,278.11

To conduct an annual observational survey on seat belt use, front driver and passenger, motor vehicles to determine usage rate in Nebraska, using defined parameters from NHTSA.

To provide mini-grant funding opportunities to law enforcement, in target counties, to carry out educational activities around the importance of seat belts use, in all seating positions. Law enforcement will engage with the community through clubs, schools and events, utilizing the following educational tools: The Persuader, Roll Over, Friday Night Lights, and general outreach.

Strategies:

Conduct an annual statewide observational survey to quantify occupant protection usage rates, through observations of drivers and passengers in motor vehicles, as prescribed by NHTSA. This year also includes a site reselection process, in efforts to ensure the most meaningful results. Completion Date: September 30, 2025

Provide and/or produce media messages that target specified target market, (14-50 years of age) individuals and parents, emphasizing occupant protection in all seating positions. Completion Date: September 30, 2025
Law enforcement will use occupant protection messaging, tools and equipment to provide community education, primarily in our defined target counties, to increase community use of occupant protection systems in all seating positions. This activity will occur through a mini-grant process. Completion Date: September 30, 2025

Nebraska State Patrol, 405b-25-13-01, \$40,000.00

Education and awareness through Community Service Education program

Emphasis on occupant protection, young drivers, distracted driving, and general traffic safety.

- July 1, 2025, to Sept 30, 2025
- The Community Service Officers regularly give safety presentations/talks to area schools, businesses, clubs, public events, and other organizations on all types of safety topics about seatbelts/restraints/child

restraints/texting & driving/distracted driving/Drug & Alcohol awareness and all things related to General Traffic Safety. They do so with the use of PowerPoint presentations, speaking & interactive presentations, pictures and video presentations, the use of several different handouts, the use of the seatbelt safety demonstrator (persuader/rollover/convincer), the distracted driving simulator as well as the use of impairment goggles that represent impairment by alcohol as well as by certain types of drugs. They always strive to do as many of these types of presentations as possible to help spread the messages to always drive safe, buckle up, stop distracted driving and drive sober.

Occupant Protection/High Visibility Overtime Enforcement (405b-25-14)

Source 405b: \$209,428.67

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 will be provided with funding assistance for the overtime salaries.

Strategies and Activities:

1. The NDOT-HSO will enter into mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the high visibility occupant restraint selective overtime enforcement activity. Approximately 60 mini-grant contracts will be entered into with law enforcement agencies. The following requirements apply to the mini-grant contracts:
 - Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
 - Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information.
 - The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem must be included.
 - Regular traffic enforcement activities by the local agency must remain at the current level. The selective overtime mini-grant contract must be in addition to the normal traffic enforcement activities.
 - The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post- news release must be issued.
 - A copy of the agency's seat belt and drug free workplace policy must be on file with the NDOT HSO.
 - An activity report and project summary must be submitted with the reimbursement request.
Completion Date: September 30, 2024
2. Solicit participation from law enforcement agencies statewide.
Completion Date: March 31, 2024

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
405b-25-14-01	Nebraska State Patrol	Make it Click Nov 23 -Dec 1, 2024	414	578	\$ 36,944.02
405b-25-14-02	Nebraska State Patrol	Troop D Enforcemnet Jan-Mar, 2025	292	327	\$ 24,600.00
405b-25-14-03	Nebraska State Patrol	NSAA Girls State Basketball Mar 5-8	225	168	\$ 21,638.87
405b-25-14-04	Nebraska State Patrol	NSAA Boys State Basketball Mar 12-15	221	204	\$ 21,245.78
405b-25-14-05	Nebraska State Patrol	HWY 20 Troop B and D	456	385	\$ 41,000.00
405b-25-14-06	Nebraska State Patrol	Make it Click May 12- Jun 1, 2025	287	254	\$ 39,000.00
405b-25-14-07	Nebraska State Patrol	Troop B OP Enforcement Apr-Sept	467	1236	\$ 25,000.00
			2362	3152	\$209,428.67

Results:

The HSO awarded 7 mini-grants to the Nebraska State Patrol to carry out high visibility occupant protection selective overtime enforcement activities in various cities and counties statewide including the November 2024, Buckle Up, Every Trip, Every Time, and the May - June 2025 "Make it Click". All activities were successfully carried out, resulting in 2,362 total overtime working hours and 3,152 citations. Including 112 seatbelt violations, 1,742 speeding citations, and 66 DUI's.

Nebraska Crash Outcome Data Evaluation System (CODES) (405c-25-14)

Source 405c: \$134,262.98

This system support project aims to continue creating CODES data through data linkage and establish a baseline for long-term assessment of COVID-19's impact on traffic safety. Specifically, it aims to complete the 2022 CODES data linkage and, if 2023 data sources are available, the 2023 CODES data linkage by September 30, 2025.

Strategies and Activities:

1. Coordinate the program with the assistance of the CODES Advisory Committee.
2. Conduct data linkage for 2022 and possible 2023 crash, EMS, hospital discharge, and death certificate data
3. Develop a CODES Management Report and at least one state-specific highway traffic safety application.
4. Prepare and provide data analysis and technical support to NHTSA, NOHS, traffic safety, and injury prevention programs, and other researchers as requested
5. Continue improving a motor vehicle crash surveillance strategy and expanding the utilization of CODES data

Results:

- 1. Coordinate the program with the assistance of the CODES Advisory Committee.**
 - A CODES Advisory Committee is not currently in place, but we are planning to establish one consisting of DMV, EMS, Hospital Discharge, and Death Data partners who will assist CODES in understanding changes to incoming datasets and resolve data-related challenges.
 - Participated in biweekly meetings with NDOT and partners to address crash data quality concerns; this year, we standardized 90% of crash data definitions for critical fields including motorist types, injury variables, sex, restraint-use and vehicle characteristics and established protocols for handling missing and unspecified fields in crash reports.
 - Participated in TRCC meetings throughout the year, to present progress on crash data assembly and discuss ongoing data quality improvements made each month, including the assignment of new Medical Facility Codes in the Crash Data which will be used to enhance linkage with Hospital Discharge Data.
- 2. Conduct data linkage for 2022 and possible 2023 crash, EMS, hospital discharge, and death certificate data**
 - We have finalized all variables required for the 2021 CODES data linkage and are currently conducting the linkage process.
 - The transition to a new crash data schema required developing entirely new code to standardize variables across crash datasets in alignment with the MMUCC 6th Edition data standards. These updates, along with delays in data cleaning and delivery from NDOT, contributed to the extended timeline for completing the linkage.
- 3. Develop a CODES Management Report and at least one state-specific highway traffic safety application.**
 - The 2021 data linkage is currently 85% complete, and the management report is expected to be finalized by the end of 2025.
 - In previous years we presented findings on the impact of COVID-19 on traumatic brain injuries. While preparing the 2021 data for linkage, we designed new data elements to support analyses of related themes, including the relationship between EMS response time and the likelihood and severity of motor vehicle crash (MVC) injuries, and to identify the regions of the body most affected by MVCs.
- 4. Prepare and provide data analysis and technical support to NHTSA, NOHS, traffic safety, and injury prevention programs, and other researchers as requested.**
 - CODES prepared driver's license data to assist cancer epidemiologists in filling gaps in demographic information within cancer case records, supporting more accurate population health analyses.

- CODES compiled and analyzed crash data for occupant health programs to better understand ATV-related crashes, including demographic patterns and injury outcomes informing prevention and education efforts.
 - CODES produced detailed restraint use data for the Teen Driver Safety Program, highlighting trends in seatbelt usage, misuse, and fatalities among teen drivers from 2021–2024 to guide targeted safety interventions.
- 5. Continue improving a motor vehicle crash surveillance strategy and expanding the utilization of CODES data to support highway safety and injury prevention practices, including the COVID-19 impact study.**
- The CODES epidemiologist has developed 32 new data programs to enhance crash data assembly and quality assurance. These tools improve accuracy and completeness by identifying missing reports, invalid entries, and other data inconsistencies prior to linkage.
 - The CODES epidemiologist modified 80% of existing SAS Programs to process incoming crash data from SQL Server while preserving critical information during import.
 - In partnership with DOT and DHHS database administrators, CODES has launched an initiative to increase the timeliness and efficiency of crash data processing through nightly automated updates. This improvement enables internal management of data by CODES staff, reducing reliance on repeated data requests to DOT and streamlining the reporting workflow. The updated data sharing agreement, reflecting this new process, is currently under legal review.
 - Since July 2025, CODES has been developing a comprehensive data dictionary for all linkage datasets covering injury, death, and demographic data to promote consistency, transparency, and long-term usability. Working closely with DOT, we have reviewed and reassigned previous data definitions to align with the new crash database schema, ensuring accuracy and comparability across reporting years.

Traffic Records Program Coordination (405c-25-16)
Source 405c: \$92,687.17

The overall target of this system support grant is to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Nebraska's traffic records system utilizing an updated Strategic Plan as a guide. This Strategic Plan will assist decision makers with implementing the most appropriate measures to achieve the best Traffic Records System for Nebraska.

To decrease the increasing trend for traffic fatalities by maintaining a constant trend of less than 235 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.

The objective of this project is to Improve traffic records and provide salary, benefits, travel, office expenses, etc. for HSO staff to conduct the activities outlined in the Nebraska's "Performance-Based" Triennial Highway Safety Plan, October 1, 2024, through September 30, 2025, year 2.

Strategies and Activities:

The traffic records systems help support decision makers by assisting in collecting the most accurate crash data possible.

- 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. Site visits were completed:

- E-Citation and Traffic Records Improvement – Nebraska Crime Commission – 5/21/2025.
 - NSP – TRACS – 4/16/2025.
 - Nebraska EMS Data Quality Assessment and Improvement - Department of Health and Human Services –5/1/2025.
 - Nebraska Crash Outcome Data Evaluation System – Department of Health and Human Services -5/1/2025.
 - E-Codes – DHHS – 5/1/2025.
 - EHS/Trauma data – DHHS 4/23/2025.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.
- Attended highway safety seminars, conferences, workshops, meetings, training, etc. pertaining to traffic records, i.e. CODES, traffic safety committee with NDOT, etc.
- Meet with committee members to gather information for TRCC (Traffic Records Coordinating Committee) to revise and update the Traffic Safety Information System Strategic Plan.
- Traffic Records Coordinating Committee Meeting – 10/17, 1/16, 5/8, 7/17
- EMS Meetings
- Traffic records forum
- Racial profiling data analysis
- NE Data planning
- ATSIP traffic records forum Boston
- Construct tables, graphs, charts and other tabular and/or illustrative materials to present visual summary of analyzed specific data.
 - Update charts and graphs for website as requested. Updated 2022 fatality statistics and other specified crash data.
 - Maintained the current Traffic Records Coordinating Committee Strategic Plan.
- Reviewed and keep updated of NHTSA Rules and Regulations regarding federal funds involving traffic records as information is provided.
 - All State Conference calls Teams Region 7.
 - Renewed ATSIP Membership
- Perform daily all routine HSO activities and assignments regarding traffic records requests, surveys, reports, etc.
 - 402/405c FY2024 *Nebraska's Performance-Based Triannual Traffic-Safety Plan* submitted.
 - Completed the 2024 *Nebraska Highway Safety Annual Report*.
 - The Traffic Records Strategic Plan was updated June 10, 2024

Nebraska EMS and Hospital Discharge Injury (E-CODE) Data Quality Assessment and Improvement (405c-25-17)
Source 405c: \$12,992.66

In 2015, the state's EMS system underwent significant changes in data formatting and integration. Since then, the EMS data DHHS receives has used newer formats and coding standards. During FY2025, DHHS conducted comprehensive data quality checks on EMS data submitted to the electronic Nebraska Ambulance and Rescue Service Information System (eNARSIS) Version 3, covering data from 2024 and the first half of 2025. Specific EMS service data quality reports based on the type of run were generated.

Target:

The targets of this project are to 1) assess the data quality of Nebraska EMS data and provide feedback to the Nebraska EMS program to improve data quality and 2) assess the level of hospital compliance with the Nebraska E-code law and improve the quality of ICD-10-CM external cause of injury data to reach a reporting

rate of at least 95%. These targets are consistent with Nebraska's Performance-Based Strategic Traffic Safety Plan.

Objectives:

- Access the 2024 and, as available, the 2025 EMS data sets submitted by various EMS providers; conduct data quality assessments of these data sets, including an assessment of the rule and regulation timeliness requirement.
- Prepare EMS data quality summary reports and make recommendations.
- Meet with the Nebraska EMS program and EMS data providers and discuss the problems and improvement strategies.
- Obtain annual ICD-10-CM E-code data from the NHA and prepare the data for analysis; create report cards for each reporting hospital.
- Develop an annual summary report of the annual E-code data quality and make recommendations to each hospital on how to achieve at least 95% accuracy in their records.
- Meet with NHA officials to discuss the problems and strategies for improvement.

Strategies and Activities:

- Obtain the 2023–2024 E-code data from the Nebraska Hospital Association.
- Obtain the raw copy file of 2024-2025 EMS data from the software vendor working with the IS&T.
- Prepare the semi-annual and yearly EMS and yearly E-code data sets for analysis.
- Analyze the EMS and E-code data for missing, valid, or invalid values. Descriptive analysis will produce a frequency table, also showing the trend for each data set as necessary.
- Prepare and send an E-code report card for each reporting hospital and an EMS data summary to the EMS program reporting compliance rate and data quality.
- Prepare the annual EMS and E-code data quality summary draft and final reports documenting the purpose, method, results, and recommendations.
- Meet with EMS program staff, NHA officials, and/or the DHHS DPH leadership to discuss problems and strategies for improvements on an ongoing basis respectively. EMS provider and hospital provider-specific data will be provided and compared across the state. Specific efforts will be focused on strategies to improve data reporting and quality.
- Develop and calculate performance metrics to assess the timeliness, accuracy, and completeness of EMS and E-code data. These metrics, once developed and approved, will be reported to the Traffic Records Coordinating Committee at each meeting.

Results:

- ***Access the 2024-2025 EMS data sets submitted by various EMS providers and conduct data quality assessments of these data sets, including assessing the rule and regulation timeliness requirement.***
 - We processed and finalized the 2024 EMS dataset for the annual report.
 - We processed and finalized the 2025 semi-annual EMS dataset for the semi-annual report.
- ***Prepare EMS data quality summary reports and make recommendations.***
 - We created and shared 2024 EMS annual data quality summary report with EMS program staff, following the objectives.
 - We created the 2025 EMS semi-annual data quality summary reports, which are currently under internal review.
- ***Met with the Nebraska EMS program and EMS data providers and discussed the problems and strategies for improvements.***
 - We met monthly with the EMS program staff to exchange updates and discuss the EMS data questions and needs.
 - We attended training with the EMS Program Manager to learn eNARSIS system data entry.
 - We communicated with the IT team (as needed) to resolve the eNARSIS SQL database maintenance issues.

- **Obtain 2024 ICD-10-CM E-code data and prepare the data for analysis; create report card for each reporting hospital.**
 - We received and analyzed 2023 and 2024 annual hospital discharge E-code data.
 - We created 2023 and 2024 E-code annual report cards and distributed them to 89 reporting hospitals.
 - We received feedback from several hospitals on their quality report contents and corresponded with them to clarify indicators.
- **Develop an annual summary report of the annual E-code data quality and make recommendations to each hospital on how to achieve at least 95% accuracy in their records.**
 - We completed the 2023 E-code report cards and shared them with all 89 reporting hospitals.
 - We generated 2024 E-code report cards and distributed them to all 89 reporting hospitals.
 - We received inquiries from several hospitals regarding the annual E-code report cards and provided explanations on the criteria and indicators used.
 - We proposed participating in NHA-led training sessions for reporting facilities to explain the report card criteria and to better understand facilities' concerns regarding E-code data reporting.
- **Meet with NHA officials and/or the DHHS DPH leadership to discuss the problems and strategies for improvement.**
 - We met regularly (monthly or bimonthly) with the NHA and/or DHHS DPH leadership to discuss questions, address issues, and develop strategies for hospital discharge data sharing and E-code quality improvement.

Quality Control Measurements for the Statewide E-code Data Accuracy

	2022 Annual	2023 Annual	2024 Annual
Percentage of valid N-codes and E-codes for Inpatient Injury Records	55%	79%	77%
Percentage of valid N-codes and E-codes for ER Injury Records	80%	85%	83%

Nebraska Traffic Safety Data Inventory (405c-25-18)

Source 405c: \$36,466.27

The goal of this project is to develop a complete, accurate, and up-to-date inventory of data sources related to traffic safety in the state of Nebraska by September 30, 2025.

Strategies and Activities:

1. Validate and update the questionnaire to survey each data source.
2. Have all data owners complete the survey.
3. Provide feedback to data owners and clarify unclear questions.
4. Establish the data inventory documents.
5. Draft data use and sharing plan.
6. Continue the crash-related racial profile project.

Results:

- Validate and update the questionnaire to survey each data source
 - Refined question wording and response options after pilot testing with data owners.
 - Added brief guidance/definitions to improve consistency across responses.
- Have all data owners complete the survey
 - Collected completed surveys from data owners and program coordinators; followed up where

clarification was needed.

- Provide feedback to data owners and clarify unclear questions
 - Resolved unclear items through direct follow-ups; updated the FAQ/guidance accordingly.
 - Sent consolidated feedback highlighting common issues and proposed fixes.
- Establish the data inventory documents
 - Updated the Data Inventory report and refreshed the Haddon Matrix to reflect current sources and use cases.
 - Consolidated owner/program contacts and standardized basic metadata (definitions, refresh cadence).
 - It is projected to be completed by the end of January, 2026.
- Draft data use and sharing plan
 - Due to staff turnover, this activity has not yet started. Now that the team is fully staffed, it is projected to be completed by the end of January, 2026.
- Continue the crash-related racial profile project
 - Explored additional data sources to refine profiles of high-risk crash outcomes.
 - Documented current issues and scoped a follow-on analysis focused on disparities.

Nebraska Traffic and Criminal Software (TraCS) Expansion (405c-25-19)

Source 405c: \$146,869.68

The project funds allowed the Nebraska State Patrol to continue funding a contracted IT Applications Developer, whose duties include increasing automation of the onboarding process for new agencies, further automating maintenance of code tables, and deploying new forms and business rules. The funds also allowed the Nebraska State Patrol to renew the TraCS License, which allows the State Patrol to continue to offer TraCS to Local and State Agencies.

Targets and Objectives:

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, 2026.

Target: To decrease the increasing trend of traffic fatalities by maintaining a constant trend of 235 (2019-2023 rolling average) through December 31, 2026.

Objective: NSP will reduce the average amount of time from a crash to the data being submitted to NDOT by 10% by reducing the amount of effort for Law Enforcement to complete the form. The average for Calendar year 2022 was 6.48 days and the average for calendar year 2023 was 5.31 Days.

Strategies and Activities:

1. October 2024: Implement additional enhancements to the Crash Form by rearranging drop down selections so that the most used selections appear at the top of the list.
2. January 2025: Interface with the NDOT GIS System. This would auto-populate the road type fields on the Crash Form.
3. March 2025: Meet with NDOT Legal Department to identify the changes needed to make the PDF and XML match as close as possible.
4. July 2025: Incorporate Statewide Crash Data from NDOT into reporting systems with enforcement data to inform leadership decisions and comply with CALEA standards.
5. September 2025: Evaluate Project.

Results:

- In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- We have 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 13 agencies utilizing TraCS RMS with 6 agencies currently completing the process to utilize TraCS RMS.
- Updated Crash Export process to use the most recent NDOT data format.
- Continued improving 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 outreach to train efficiencies on use of TraCS, including the Crash Form.
- NSP completed numerous form enhancements and fixes to fit agency needs and expanded use.
- Enhanced Evidence Property form to meet broader agency needs.
- Streamlined the training for NIBRS using new methods that has made it easier for agencies to complete reporting.
- Created a process to convert an agency's legacy data into TraCS and completed the conversion for a State Agency.
- Started a process to utilize NDOT's Highway system data to automatically fill Crash Form fields where appropriate.
- Built a dashboard for State Patrol to use to analyze Crash Data and plan selective enforcement campaigns with an aim at reducing fatal and serious injury crashes.
- In May 2025 95% of crash forms in the state of Nebraska were submitted electronically, apart from Omaha PD, TraCS is the only system currently submitting Crashes electronically to NDOT.
- Out of 208 law enforcement agencies in Nebraska, 170 are using the TraCS system.

Performance Indicator:**Baseline Data:**

<u>Month</u>	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024
<u>Timeliness (day)</u>	<u>3.617</u>	<u>3.491</u>	<u>3.937</u>	<u>3.991</u>	<u>3.668</u>	<u>3.387</u>	<u>3.438</u>	<u>4.135</u>	<u>3.499</u>	<u>4.107</u>	<u>3.755</u>	<u>3.336</u>
<u>Submission Time (day)</u>	<u>1.366</u>	<u>1.267</u>	<u>1.382</u>	<u>1.250</u>	<u>1.328</u>	<u>1.071</u>	<u>1.216</u>	<u>1.481</u>	<u>1.223</u>	<u>1.306</u>	<u>1.382</u>	<u>1.221</u>

Project Progress:

<u>Month</u>	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Jul 2025	Aug 2025	Sep 2025
<u>Timeliness (day)</u>	<u>3.478</u>	<u>3.815</u>	<u>3.702</u>	<u>3.437</u>	<u>3.387</u>	<u>3.667</u>	<u>3.681</u>	<u>3.417</u>	<u>3.724</u>	<u>3.745</u>	<u>3.298</u>	<u>3.652</u>
<u>Submission Time (day)</u>	<u>1.260</u>	<u>1.239</u>	<u>1.138</u>	<u>1.241</u>	<u>1.103</u>	<u>1.176</u>	<u>1.218</u>	<u>1.171</u>	<u>1.634</u>	<u>1.370</u>	<u>1.135</u>	<u>1.204</u>

Traffic Records Training (405c-25-20)

Source 405: \$39,976.83

To enhance the skills and knowledge of traffic records professionals by funding their participation in specialized training programs and conferences, thereby improving the accuracy, efficiency, and effectiveness of traffic record systems and contributing to overall road safety.

To support traffic records improvements and provide funding for law enforcement, Emergency Medical Services (EMS), judicial, prosecutorial, and traffic records professionals.

To enhance training for law enforcement on entering crash data. The training will be designed to educate law enforcement officers on data entry practices, ensuring accurate and timely recording of crash data.

Strategies and Activities:

1. Identify locations across Nebraska to host a Law Enforcement Crash Report training.
 - a. Completion date: September 30, 2025
2. To provide a mechanism for traffic records professionals to apply for mini grants to attend specialized training programs and conferences.
 - a. Completion date: September 30, 2025

Results:

- In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- 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 FY25 (Oct 1, 2024-Sept 30, 2025) 37,272 investigator crash reports were received, of those 34,153 were electronic (91.6% of investigator 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 FY2025, 166 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2025, 167 agencies are using TraCS, a crash form reporting system for law enforcement.
- Eleven mini-grants were awarded to improve traffic records data and training.

Date Awarded	Mini-grant	Grantee	Description	Amount
8/19/24	405c-25-20-01	Nebraska State Patrol	Trimble Dimensions User Conference	\$1,012.00
8/19/24	405c-25-20-02	Nebraska State Patrol	Commercial Vehicle Safety Alliance State Crash Reconstruction Managers Annual Meeting	\$2,644.00
9/23/24	405c-25-20-03	Nebraska State Patrol	NSA/POAN Conference	\$476.00
11/14/24	405c-25-20-04	Papillion Police Department	IPTM Event Data Recorder course	\$995.00
12/19/24	405c-25-20-05	Nebraska State Patrol	iVE Training course	\$6,232.00
3/25/25	405c-25-20-06	Lancaster County Attorney	2025 MATAI Conference Recon Tech Symposium	\$844.00
3/25/25	405c-25-20-07	NE DHHS	NASEMSO Annual Meeting	\$10,575.00
3/25/25	405c-25-20-08	NE DHHS	ImageTrend Connect Conference	\$7,564.00
5/5/25	405c-25-20-09	NDOT	ATSIP Conference July 6-9	\$3,110.00
5/13/25	405c-25-20-10	Nebraska State Patrol	2025 MATAI Conference Recon Tech Symposium	\$10,091.00
6/24/25	405c-25-20-11	Nebraska State Patrol	NSA/POAN Conference	\$750.00

Traffic Records Reporting (405c-25-21)

Source 405c: \$104,154.00

To facilitate research initiatives aimed at generating new knowledge, insights, and solutions focused on emerging topics in road safety and advancing understanding, mitigating, and addressing challenges to enhance road safety outcomes.

Strategies and Activities:

1. Identify and outreach to external research agencies that are analyzing data on emerging topics.
2. To provide a mechanism for research agencies to apply for funding to conduct data analysis and generate results for evidenced-based decision making.
 - a. Completion date: September 30, 2025
3. To perform ongoing monitoring and oversight of research activities to ensure timely delivery of results and adherence to project requirements.
 - a. Completion date: September 30, 2025
4. To disseminate research findings through various channels, including reports, publications, workshops, and stakeholder engagements, to inform policy and practice in road safety.
 - a. Completion date: September 30, 2025

Results:

- In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- Piloted the Cambridge Telematics (CMT) StreetVision application to assess its feasibility and value for road safety research and operational use.
- CMT provided an analysis focused on Douglas County, which offered localized insights into roadway conditions, safety risks, and potential areas of concern.
- Identified potential workflow processes for integrating StreetVision analytical outputs into existing safety strategies, planning, and roadway assessment activities.
- Engaged agency partners to gather insights on additional applications of StreetVision data, strengthening interagency collaboration and shared understanding of emerging data tools.
- Determined that long-term use of StreetVision data was not pursued due to cost considerations, informing future decisions regarding sustainable data investments.
- Collected DUI data from the Administrative Office of Courts and Probation to support analysis of impaired driving trends.
- Increased HSO capacity to evaluate innovative data tools and address emerging road safety challenges, even when full implementation was not feasible.

Research and Improvement of Traffic Records Systems (405c-25-22)

Source 405c: \$0.00

Facilitate the allocation and distribution of funding to appropriate agencies for enhancing traffic safety information systems. Support the development and implementation of programs designed to improve core Highway Safety databases and data processes. Ensure that the funded projects comply with all relevant federal and state regulations and guidelines. Monitor the effectiveness and progress of funded projects in enhancing traffic safety data systems.

Strategies and Activities:

1. Ensure transparent and timely allocation of funds to state and local agencies or contractors for program development and execution.

- a. Completion date: September 30, 2025
- 2. Provide oversight and technical assistance to recipient agencies to ensure effective program design and implementation that aligns with the project's goals.
- a. Completion date: September 30, 2025
- 3. Monitor adherence to funding guidelines and regulations, ensuring the proper use of funds and that funded projects meet the specified objectives.
- a. Completion date: September 30, 2025
- 4. Continuously track the progress of funded projects, assess outcomes, and gather data to report on the overall impact of the initiative in improving traffic safety information systems.
- a. Completion date: September 30, 2025

Results:

No activity was done in this project because the objective was completed in other areas.

Drug Recognition Expert (DRE) Training and Advanced Roadside Impaired Driving Enforcement (ARIDE) Training (405d-25-04)

Source 405d: \$142,423.21

This project provides funding to train, update and recertify law enforcement agency officers in impaired driving countermeasures in efforts to reduce alcohol and other drug involvement traffic crashes; as well as funding to cover overtime enforcement and training operations in support of high-visibility enforcement.

Operations deemed to be reimbursable can include expenses for Drug Recognition Expert Instructor and Drug Recognition Expert officer certifications conferences, expenses for drug/alcohol related trainings/conferences that offer credit hours towards Drug Recognition Expert certification/recertification.

The objective of this project is to train an additional 15 DRE's; to provide recertification training for all of Nebraska's DRE's; and to provide ARIDE training for 150 Nebraska law enforcement officers.

Strategies and Activities:

- 1. Coordinate and sponsor a 2- and 7- day DRE training school for approximately 15 Nebraska law enforcement officers.
Completion Date: September 30, 2025
- 2. Coordinate and sponsor a 1-day DRE recertification training session in the State for Nebraska's DRE's.
Completion Date: September 30, 2025
- 3. Contract with the DRE Training Coordinator to lead the law enforcement training.
Completion Date: Ongoing through September 2025
- 4. Certify and recertify Nebraska's DREs and submit the documentation to IACP for credentialing.
Completion Date: Ongoing through September 2025
- 5. Coordinate educational opportunities for Nebraska's DREs as necessary.
Completion Date: Ongoing through September 2025
- 6. Solicit and select DRE candidates for a 2- and 7- day DRE training school for FY2025.
Completion Date: September 30, 2025
- 7. Promote and assist in the coordination of ARIDE training across the State to provide training for 200 Nebraska law

enforcement officers.

Completion Date: September 30, 2025

Results:

<u>Agency</u>	<u>Activity/Expense</u>	<u>Amount Paid</u>
Bellevue PD	DRE Training Coordinator	\$18,256.62
Misc. Agencies	DRE Class Equipment/Field Certs.	\$52,162.90
Misc. Agencies	Dre Update Training	\$5,537.36
Misc. Agencies	DRE/SFST/DITEP Training (IDC)	\$12,823.94
Misc. Agencies	DRE/IACP Conferences	\$18,996.39
Misc. Agencies	ARIDE/SFST Training	\$2,146.00
ITSMR	DRE Software License	\$32,500.00
		\$142,423.21

Nebraska DREs and DRE Instructors who attended training classes offered earned credit hours eligible towards certification or recertification requirements as a Drug Recognition Expert or Drug Recognition Expert Instructor through International Association of Chiefs of Police guidelines.

- Documentation was sent to IACP for 9 Nebraska Law Enforcement officers to be certified as new DRE's in FY2025.

The HSO organized and/or funded the following:

- DRE/SFST Instructor Training.
- Provided funding for 14 DRE officers from 5 Nebraska Law Enforcement Agencies to attend IACP's National Drugs, Alcohol, and Impaired Driving Chicago, IL.
- State Training Coordinator – Joe Milos, Bellevue Police Department assisted in the coordination of ARIDE and SFST training classes across the State to provide training to Nebraska Law Enforcement Officers.

Alcohol Public Information and Education (405d-25-06)

Source: 405d: \$843,363.97

- To provide the public and citizens throughout Nebraska information regarding alcohol and impaired driving.
- To educate and motivate law enforcement about the importance of strict enforcement of the DWI laws so the number of DWI arrests and convictions increase by 5%.
- To produce/provide public service announcements/ads featuring impaired driving information.

Strategies and Activities:

- Provide funds for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media).
- Provide funding for mini-grant contracts to local agency/organizations specific to alcohol-impaired related problems as need is demonstrated.
- Produce/provide public service announcements/ads featuring impaired driving during impaired driving crackdowns through numerous media outlets.

Advertising and Promotional Expenses:

- NDOT Highway Safety Office (HSO) contracted with **Husker Sports / Playfly** for a sports marketing sponsorship for five years FY22-FY26. The sponsorship will include:
 - **Football On-Site Activation Space:**
 - One (1) on-site activation space (Safety Saturday) at one (1) regular season home football game at Husker Nation pavilion. Husker Football HSO Booth.
 - **Football Signage:**
 - Fifteen (15) replay tags each football regular season home game.



- Rotating signage on the east and west LED ribbon boards for an in-game feature (Who's Clicking?) each football regular season home game.
 - Rotating lower banner signage on in-venue IPTV each football regular season home game.
- **Volleyball Signage:**
 - Rotating signage on the courtside LED board each volleyball regular season home match.
 - Videoboard Feature (Who's Clicking?) to run each volleyball regular season home match.
- **Basketball Signage:**
 - Videoboard Feature (Who's Clicking?) to run each men's and women's basketball regular season home game.
 - Rotating signage on the sideline LED ribbon boards each men's and women's basketball regular season home game.
 - Rotating signage on the courtside LED board each men's and women's basketball regular season home game.



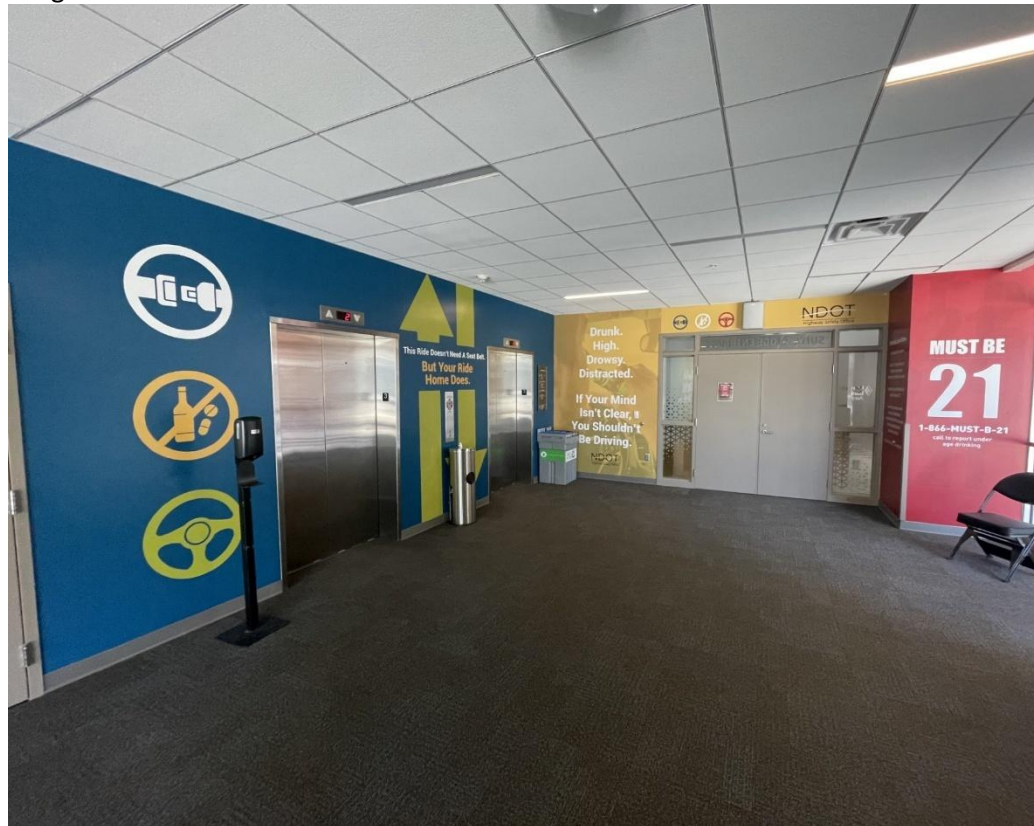
- **All sport Signage:**
 - Logo presence on media backdrop for all Nebraska Athletic press conferences.
- **Football Print:**
 - One (1) full-page color advertisement in the gameday program each football regular season home game.
- **Football Radio:**
 - Two (2) in-game thirty-second (:30) network commercial spots to air during play-by-play in all twelve (12) football regular season game broadcasts on the Huskers Radio Network.
 - Two (2) ten-second (:10) Husker Game Day Show live mentions (Traffic Report Feature) to air in all seven (7) regular season home football game broadcasts on the Huskers Radio Network.
 - Two (2) ten-second (:10) Countdown to Kickoff live mentions (Traffic Report Feature) to air in all seven (7) regular season home football game broadcasts on the Huskers Radio Network.
 - One (1) ten-second (:10) In-Game live mention (Traffic Report Feature-Attendance Arrived Alive) to air in all seven (7) regular season home football game broadcasts on the Huskers Radio Network.
 - One (1) ten-second (:10) Locker Room Show live mention (Traffic Report Feature) to air in all seven (7) regular season home football game broadcasts on the Huskers Radio Network.
 - One (1) ten-second (:10) Big Red Reaction live mention (Traffic Report Feature) to air in all seven (7) regular season home football game broadcasts on the Huskers Radio Network.
 - One (1) pre-game interview (Safety Saturday) to air during one (1) regular season football game broadcast on the Huskers Radio Network. (Game TBD).
- **Volleyball Radio:**
 - Title sponsorship of the Head Coach Post-Game Show each regular season volleyball match broadcast on the Huskers Radio Network.

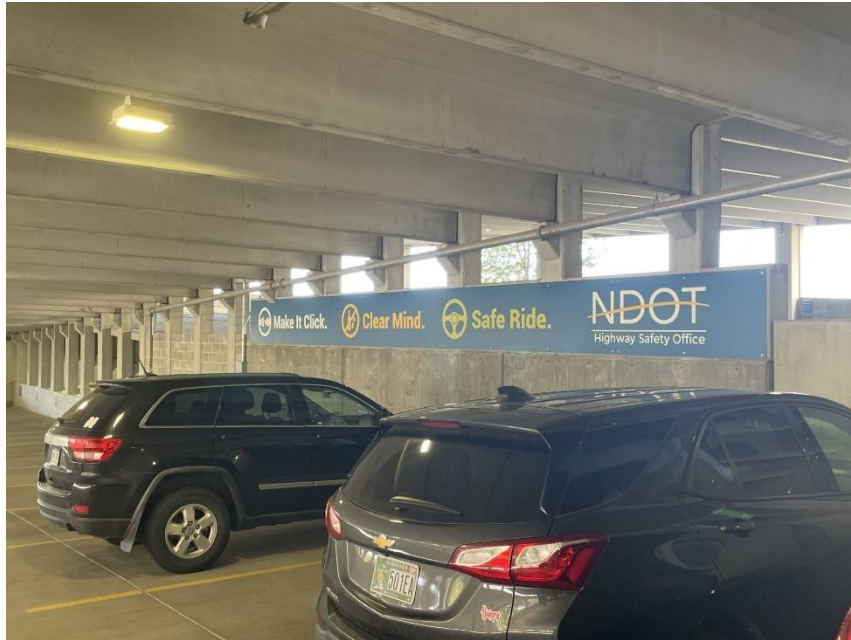
- One (1) thirty-second (:30) commercial spot to air during each volleyball regular season volleyball match broadcast on the Huskers Radio Network.
 - One (1) ten-second (:10) game broadcast live mention to air during each volleyball regular season match broadcast on the Huskers Radio Network.
- **Men's Basketball Radio:**
 - Four (4) ten-second (:10) live mentions to air during play-by-play of each men's basketball regular season game broadcast on the Huskers Radio Network.
 - Title sponsorship of the Head Coach Post-Game Show each regular season Men's basketball game broadcast on the huskers Radio Network.
 - One (1) thirty-second (:30) network commercial spot to air during the Head Coach Post-Game Show in each men's Basketball regular season game broadcast on the Huskers Radio Network.
 - One (1) ten-second (:10) Post-Game Show broadcast live mention to air during the Head Coach Post-Game Show in each men's Basketball regular season game broadcast on the Huskers Radio Network.
- **Women's Basketball Radio:**
 - Title sponsorship of the Head Coach Post-Game Show each regular season broadcast on the Huskers Radio Network.
 - One (1) thirty-second (:30) network commercial spot to air during the Head Coach Post-Game Show in each women's basketball regular season game broadcast on the Huskers Radio Network.
 - One (1) ten-second (:10) Post-Game Show broadcast live mention to air during each women's basketball regular season game broadcasts on the Huskers Radio Network.
- **Baseball Radio:**
 - Title sponsorship of the Head Coach Post-Game Show each regular season baseball game broadcast on the Huskers Radio Network.
 - One (1) thirty-second (:30) commercial spot to air during the Head Coach Post-Game Show in each regular season baseball game broadcast on the Huskers Radio Network.
 - Two (2) ten-second (:10) in-game broadcast live mentions to air during the Head Coach Post-Game show each regular season baseball game broadcast on the Huskers Radio Network.
 - Two (2) ten-second (:10) in-game broadcast live mentions to air during each regular season baseball game broadcast on the Huskers Radio Network.
 - One (1) interview to air during one (1) mutually agreed upon regular season baseball game broadcast on the Huskers Radio Network.
- **Sports Nightly Radio:**
 - Title sponsorship of the Sports Nightly Show on the Huskers Radio Network.
 - Five (5) thirty-second (:30) commercial spots for one (1) week to air during the August-September Sports Nightly broadcasts on the Huskers Radio Network.
 - Ten (10) thirty-second (:30) commercial spots to air during the August-December Sports Nightly broadcasts on the Huskers Radio Network.
 - Twenty-five (25) thirty-second (:30) commercial spots to air during the January-May Sports Nightly broadcasts on the Huskers Radio Network.
 - Twenty-five (25) thirty-second (:30) commercial spots to air during the June-July Sports Nightly broadcasts on the Huskers Radio Network.
- **Sports Nightly Signage:**
 - Logo presence on Sports Nightly Mic Stands in the Huskers Radio Network Broadcast Center.

- **Website Advertising:**
 - Rotating Huskers.com run-of-site banner advertisements with two-million (2,000,000) geo-targeted impressions.
 - **Additional Postseason Games**
 - If, due to a University Team's postseason participation, University, and/or its authorized radio affiliates, transmits radio broadcasts associated with any such participation (including games and/or television shows) then Sponsor agrees its advertisements and/or sponsor recognitions will air on any such broadcasts at the same advertising frequency as during the regular season with the following charges per broadcast:
 - \$0 per football broadcast
 - \$0 per volleyball broadcast
 - \$0 per men's basketball broadcast
 - \$0 per women's basketball broadcast
 - \$0 per baseball broadcast
- 
- (FY25 930,603.00 split with 402-25-04)
 - HSO contracted with **Hurrdat Media** for a sports marketing sponsorship. The sponsorship will include:
 - **Paid Acquisition** - \$2,500.00
 - **Initiative:** Drive Sober or Get Pulled over \$13,500
 - August 1, 2025 – September 1st, 2025
 - Setup
 - Management
 - Optimization
 - Reporting
 - Platforms
 - ❖ YouTube
 - ❖ Meta
 - NDOT Highway Safety Office (HSO) contracted with **Learfield / IMG College, LLC** for a sports marketing sponsorship of the Pinnacle Bank Arena Founding Partner old contract ends 6/30/2025 and new begins 7/1/2025 that includes:

	<u>Quantity</u>	<u>Events</u>
○ Rights Use of marks and Logos:	1	Season
▪ Use of Pinnacle Bank Arena logo for promotional use		
○ Hospitality Meeting Space:	1	1
▪ Sponsor hosted event at Pinnacle Bank Arena		
○ Internet Website logo Presence	1	1
▪ Logo on the Pinnacle Bank Arena website with link to Sponsor's website		
▪ Recognition as Founding partner on Pinnacle Bank Arena Website		
○ Signage Concourse Signage	2	Seasons
▪ 2 concourse signs on the main concourse		
▪ 2 concourse signs on the upper concourse		
▪ Signs will be displayed for all events at Pinnacle Bank Arena		
○ Signage Founding Wall Logo	1	Season
▪ Founding Partner Wall Logo		

- **Signage IPTV Digital Signage** 1 Season
 - Average of 5 minutes of exposure for all Pinnacle Bank Arena Events
 - Approximate 250 monitors inside Pinnacle Bank Arena
 - Full Screen video or L Bar spots
- **Signage LED Ribbon board** 1 Season
 - Average of 2 ½ minutes of exposure during non-University of Nebraska events in Pinnacle Bank Arena when the ribbon boards Are in use.
- **Sponsorship Elevator Lobby 3rd Level Sponsor** 1 Season
 - Branded signage in the main Elevator that accesses the South Lobby, Main concourse and the Suite and Lounge Level from the Parking garage attached to the Southwest corner of Pinnacle Bank Arena
- **Sponsorship Founding Partner** 1 Season
- **Sponsorship Parking Garage Sponsor** 1 Season
 - Exclusive naming rights to the parking garage that is attached to The Southwest corner of Pinnacle Bank Arena
 - Ability to place signage (approximately 14" x 10") at the front of Each of approximately 258 parking stalls
 - Branded signage on the Exit Arms at the toll booth at the exit to the parking garage
 - Branded signage on or near the Toll Booth at the exit to the parking Garage





- (\$162,750.00 split with 405b-25-10) old contract
- (\$55,000.00 split with 405b-25-10) new contract
- HSO contracted with **All Over Media** for truck side advertising November 04, 2024 – December 31, 2024. The sponsorship will include:
 - 15 trucks on the road 10-12 hours per day Monday thru Friday; approximately 60% of the trucks are run on the weekends. Time spent delivering to big box retailers, office complexes, restaurant, etc.
 - Production includes Printing, installation, and removal of ads
 - Full completion report including GPS coverage map and install photos of every truck
 - Bonus over cabs where available

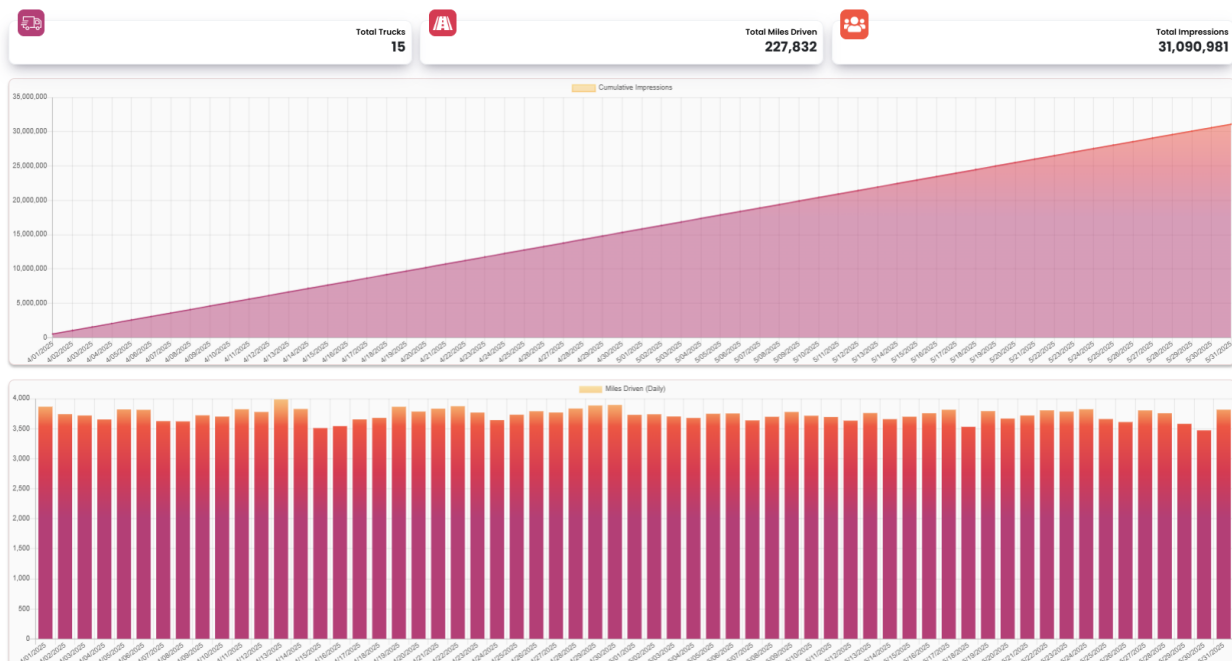
**BUCKLE
UP
DRIVE
SOBER**
B.U.D.S. FOR LIFE



**DRIVE
FOR
YOUR
LIFE,**
and everyone else's.



**BUCKLE
UP
DRIVE
SOBER**



- HSO contracted with **Lincoln Saltdogs** for season 2025 sponsorship. The sponsorship will include:
 - Sponsorship of the pre-game introduction video before the Saltdogs are announced to go onto the field.
 - This video will run at all 50 games
 - Advertisement on the 11 1/2" x 11 1/2" LED Speed Pitch sign displayed for all events at Haymarket Park, including Saltdogs & Huskers baseball. This ad will be visible for both Huskers and Saltdogs games and will rotate with no more than 15 sponsors.
 - 30 seconds of radio commercial time during the Saltdogs Play-by-Play for every Saltdogs game broadcast on 1240 AM and FM 101.53. This includes both home and away games, a total of 100 games.
 - (\$14,500.00)
 -
- HSO contracted with **iHeart Media** :30 second DUI messages to be played across two stations (KFAB and KXKT) over a 3-week period from 12/9/2024 to 12/29/2024 for Drive Sober or Get Puled Over. The contract includes:
 - 62 :30 second spots split between 2 stations

Schedule Summary

	Total Spots	Gross Cost	IMPs	CPM	CPP (\$)	Reach	Freq.
SCHEDULE TOTALS/AVERAGES	62	\$2,493.00	168,700	\$14.78	\$53	62,400	2.7
OMAHA-NE	62	\$2,493.00	168,700	\$14.78	\$53	62,400	2.7

- HSO contracted with **iHeart Media** :30 second DUI messages for get a Ride for holiday party. Played across three stations (KGOR, KISO and KXKT) over a 3-week period from 12/11/2024 to 12/29/2024 for Get a Ride Uber. The contract includes:
 - 90 :30 second spots split between 3 stations
- **Proposal Totals**

	Spots	Gross Cost	IMPs	CPM	CPP	Reach	Reach %	Frequency
KGOR-FM	90	\$1,230.00	102,000	\$12.06	\$41.00	30,400	8.6	3.4
KISO-FM	90	\$600.00	51,000	\$11.76	\$40.00	22,300	6.3	2.3
KXKT-FM	90	\$2,220.00	178,500	\$12.44	\$41.11	53,700	15.1	3.3
Total	270	\$4,050.00	331,500	\$12.22	\$40.91	97,200	27.4	3.4

- HSO contracted with **Alpha Media** for :30 second messages to be played across two stations (KFRX-FM, KIBZ-FM) over a four-week period. The contract includes:
 - 96 :30 second spots per each station during the weeks of 12/11/24 to 1/1/25
 - **Schedule Grand Totals: 4 Weeks**

				P 18+	P 18+	P 18+	M
Stations	Spots	Unit Rate	Total Cost	Net Reach	Frequency	Gls	N
Radio Total	186	\$16.45	\$3,060.00	94,700	3.2	300,900	3
KFRX-FM	96	\$24.84	\$2,385.00	62,000	3.1	191,900	1
KIBZ-FM	90	\$7.50	\$675.00	34,200	3.2	109,000	2

- HSO contracted with **Alpha Media** for :30 second messages to be played across three stations (KFRX-FM, KIBZ-FM, and KZKX) over a four-week period. The contract includes:
 - 100 :30 second spots per each station during the weeks of 12/11/24 to 12/31/24

Stations	Spots	Unit Rate	Total Cost	Net Reach	Fr
Radio Total	300	\$16.67	\$5,000.00	129,500	2.
KFRX-FM	99	\$18.28	\$1,810.00	55,900	2.
KIBZ-FM	102	\$11.14	\$1,136.00	28,300	2.
KZKX-FM	99	\$20.75	\$2,054.00	50,400	2.

- HSO contracted with **NRG Media** for :30 second messages to be played across 3 stations (Sweet 98.5, La Nueva 99.5, and Power 106.9)
 - Weeks of 12-16 and 12-23
 - 25 :30 second spots per station Mon-Sun 6a-8p.
 - 5 : 30 second spots per station Mon-Sun 8p-12m.

- 25 Streaming commercials aired in each stations online audio stream (M-Su 12m-12m)
 - Bonus 30 complimentary commercials per week, on air, to run Mon-Sun 5a-12mid.
- HSO contracted with **NRG Media** for :30 second messages to be played across 3 stations (Sweet 98.5, 1620 the Zone and Power 106.9. Ride Home, on Us Uber messaging.
 - Three weeks Christmas and New Years.
 - 70 :30-second on-air commercial message per station each week
 - Bonus 300 messages across the cluster.
- HSO contracted with **Omaha Beef Football** for 2025 Season Sponsorship. The Contract includes;
 - Full-page Game Day Program Advertising
 - 2 In Arena Public Address Announcements at every home game during 2023 season
 - Digital Ribbon Board Advertising in the Ralston Arena during 2023 season home games
 - Video Board Advertising :30 second commercial aired at one (1) stoppage of play
 - Web Logo Ad on BeefFootball.com
 - One (1) On Field Logo in the Ralston Arena during the 2023 season
 - Weekly digital media posts on the Omaha Beef Social Media outlets includes both in-season and off-season
 - (\$5,000.00)



- HSO approved a Mini-Grant with the **Nebraska State Patrol** for a Community Education Program, October-December 2024
 - 466 Sworn overtime hours
 - Education Presentation Activity Summaries will be tallied once submitted, as well as pre- and post- event media articles
 - (\$34,552.00)
 - Activity Summary is in the shared folder 1 Awards Contracts NSP CSO
- HSO contracted with **Omaha World Herald** for the development/creation/production of educational messaging and to Produce/provide public service announcements and ads
 - Targeted Display 52,632 impressions per month
 - Mobile Location Targeting 66,656 impressions per month
 - Connected TV 18,182 impressions per month

- Streaming Audio 33,333 impressions per month
- Targeted Emails (x2)
- (\$2,800.00 or \$6,600/month split with 1month 402-25-13, 1 month 402-25-24, 5 months 405b-24-10 and 5 months 405d-25-06
- HSO contracted with **Hometown Family Radio** for 30 second commercial air flight and Digital Banner placement on 2 stations (105.3 Coyote Country and 93.9 The Zone) over a four week period 12/1 to 12/31.
 - 80 : 30 second spots on both stations
 - Running on TAP morning show, mid day show, evening show and overnight.
- HSO contracted with **Hometown Family Radio** for 30 second commercial air flight on 2 stations (96.5 Nebraska's best country and 97.3 The Wolf) over a four week period 12/1 to 12/31.
 - 80 : 30 second spots on both stations
 - Running on TAP morning show, mid day show, evening show and overnight.
- HSO contracted with **Omaha Storm Chasers Baseball Club** for advertising on an outfield wall sign and digital concessions screens for the 2024 season.
 - (\$17,500.00)



DIGITAL CONCESSIONS SCREENS

Get in front of fans at some of the most populated parts of Werner Park by putting **NEBRASKA DEPARTMENT OF TRANSPORTATION** right in front of them as they stand in line for some delicious ballpark cuisine! As fans decide what they're hungry for, they will also peruse the **NEBRASKA DEPARTMENT OF TRANSPORTATION** ad, to be displayed on a rotation throughout every home game for the entire season.

BENEFITS

- One ad in each game-day rotation
- 9 in-stadium monitors
- Presence at all home games (75 games)
- Location directly in front of nearly every fan in attendance
- Screens will run at all concession events



- HSO contracted with **Broadcast Media NRG** for :30 second messages to be played across 4 stations (KBBK-FM, KBBK-FMHD2, KFGE-FM, and KLNC-FM) and 3 streaming stations (KBBK-Stream, KFGE-Stream, and KLNC-Stream) over a four-week period 12/09/24 to 12/31/24. Uber Holiday campaign.
 - 377 : 30-second messages on- air spots.
 - 280 :30-second commercial messages in the station's online audio streams.
- HSO contracted with **Broadcast Media NRG** for :30 second messages to be played across 3 stations (KBBK-FM, KFGE-FM and KLNC-FM) and 2 streaming stations (KFGE-Stream 60 spots and KLNC-Stream 75 spots) over a three-week period 12/09/24 to 12/29/24
 - KFGE 144 spots.
 - KLNC 144 spots.
 - KBBK-FM HD2 174 spots.
- HSO contracted with **LJS (Lincoln Journal Star)** for \$5,000.00 total advertising on You Tube Trueview and Social Media for Drive Sober or Get Pulled over media run 12/11/24 to 1/1/25
- HSO contracted with **LJS (Lincoln Journal Star)** for \$5,000.00 total advertising on targeted Social Media for Drug impaired driving. Media run 4/1/25 to 4/30/25
 - \$3,500.00 social media dates 4/18/25 – 4/20/25 never ran never billed technical difficulties.
 - \$1,500.00 Targeted display did run.
- HSO contracted with **RedThread** to update Impaired 2023 campaign \$6,250.00 is FY25's part rest was billed in FY24. Billboard, Social and Radio.
- HSO contracted with **RedThread** to create Holiday Uber ride campaign for Print, Social, and Radio.
 - Redthread to do \$5,000.00 in social ads/posts.
- HSO contracted with **Flood Communications** for :30 second messages to be played across 3 stations for campaign 7 weeks 12/2/24 through 12/27/2024.
 - Lobo 97.7 66 : 30 second spots
 - Fiesta 94.5 80 : 30 second spots
 - Flood Norfolk 264 : 30 second spots
- HSO contracted with **Omaha Lancers** for dasher board during 2025 season.
- HSO contracted with **Western Nebraska Pioneers Baseball Club** for Sponsorship rights:
 - One 5.5' x 12' outfield fence sign with artwork as supplied by Sponsor. Club will produce and install sign;
 - Logo/link included on Pioneers' Sponsor highlight section of team website.
 - The Sponsorship will be for the period of the 2025 season, including all events at Oregon Trail

Park Stadium, both Pioneers and non-Pioneers.

- HSO contracted with **Nebraska Pro Volleyball** Supernovas season.
 - In-Game PA Read for 14 Home Games with Logo Display on upper matrix jumbotron during PA Read.
 - Three tabling opportunities.
 - Persuader rides/demonstrations and table for three home games
- HSO contracted with **Nebraska Sports Council** for Impaired messaging.
 - Provide Nebraska Department of Transportation Name and logo in DF sections in the Nebraska Sports Council yearbook, on the DF websites, on DF promotional fliers and social media pages.
 - Recognize Nebraska Department of Transportation in all communications with teams, volunteers and partners.
 - Recognize Nebraska Department of Transportation in announcements and signage at DF venues.
- HSO contracted with **Lincoln Stars** to air safety announcements during hockey games and on all Stars radio broadcasts.
 - One PA per game, safety announcement of the game.
 - Three keys to the game presented by NDOT, with safety radio ad on all Stars broadcasts.
- HSO contracted with **OOH Squad** for 15 trucks to display Impaired messaging.
 - 15 trucks for Aug. and Sept. with a free month for July.
 - Use of 1 truck for a promotional event.



- HSO contracted with **Younes Conference Center** for conference room at the Police Officers Annual Conference.
- HSO contracted with **Rural Radio** for 30 second commercial air flight on 4 stations (KHYY, KMOR, KNEB, KOZY) over a four week period 12/1 to 12/31.
 - 240 : 30 second spots between all stations

- HSO contracted with **Mundo Latino Publishing** adds in there magazine.
 - Impaired message Dec. 13, 20, and 27th.

Special Enforcement Mini-Grants (405d-25-07)

Source 405d: \$8,765.26

The objective of this project is to provide funding assistance through mini-grant contracts to law enforcement for specialized impaired driving enforcement, special equipment, prosecutorial services and/or toxicological services.

Strategies and Activities:

Provide funding for mini-grant contracts specific to impaired driving related problems as a need is demonstrated. The mini grants may include, but are not limited to:

- Specialized daytime and nighttime impaired driving operations.
- Equipment associated with sobriety checkpoint operations.
- Assistance with impaired driving related prosecutions.
- Impaired driving toxicological services.

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Businesses failed</u>	<u>Reimbursed</u>
405d-25-07-01	Nebraska State Patrol	Oct - Dec Troop A Compliance Checks	101	12	\$ 7,200.00
405d-25-07-02	Nebraska State Patrol	Scotts Bluff County Compliance	15	1	\$ 1,565.26
			116	13	\$ 8,765.26

Results:

Two mini grants were awarded for alcohol compliance checks to the Nebraska State Patrol. A total of 116 overtime hours were worked during the compliance checks. Businesses in various counties were checked for compliance and not selling alcohol to minors. Of the 221 checks, 13 businesses were cited for not complying with and/or selling alcohol to minors for a non-compliance rate of 5.5%.

Nebraska Attorney General's Prosecutorial Response to DUI Crimes (405d-25-08)

Source 405d: \$132,137.16

In 48 states, plus the District of Columbia and the Northern Mariana Islands, a statewide Traffic Safety Resource Prosecutor (TSRP) position has been established to aid local prosecution and law enforcement in improving their effectiveness and efficiency in the handling of traffic related offense cases. There is insufficient prosecutorial service for the number of crimes involving driving under the influence (DUI), especially in the many rural areas of Nebraska. Additionally, there is a statewide need for training of local prosecutors and law enforcement officers in the area of impaired driving crimes. There is also a lack of prosecutorial resources for local prosecutors for other traffic-related offenses.

Goal:

The goal was to reduce alcohol-impaired fatal, A and B crashes by 11.4 percent from 520 (2016-2020 rolling average) to 461 by December 31, 2024, and by 17.4 percent to 430 by December 31, 2026.

Objectives:

- Provide training for Nebraska prosecutors and law enforcement personnel regarding impaired driving cases.
- Provide technical assistance and legal research to Nebraska prosecutors.
- Increase interactions and advisement for Nebraska law enforcement agencies regarding DUI/Drugged Driving and Motor Vehicle Homicide/Vehicular Manslaughter prosecution and investigative issues and strategies.
- To continue to increase the Nebraska DUI conviction rate from the 98% success rate that was achieved in 2020.
- Create and maintain networking opportunities between law enforcement and prosecutors to encourage the sharing of information and facilitate a uniform and effective response to driving under the influence crimes.
- Work with Nebraska border states to successfully identify and prosecute drug impaired drivers.
- Work with NDHHS, law enforcement and other partners to review and update Title 177.

STRATEGIES

1. Assist Co. Attorney offices in the prosecutions of difficult impaired driving cases and respond to complicated motions including, but not limited to, *Daubert*, *Birchfield*, technical Motions in Limine and other pretrial evidentiary hearings.

Completion Date: September 30, 2025

2. Provide technical assistance and legal research to prosecutors on legal issues including probable cause, Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), Drugged Driving Prosecution, Motor Vehicle Homicide/Vehicular Manslaughter Prosecution, implied consent, traffic safety checkpoints, MIP party enforcement, breath/blood testing, cell phone warrants, pretrial procedures, trial practice and appellate practice. Such technical assistance and research will be ongoing and will be provided as requested by Nebraska prosecutors.

Completion Date: September 30, 2025

3. Provide law enforcement officers and prosecutors with training regarding trial practice, emerging DUI issues and current developments in Nebraska and national DUI case law via **(1)** regional seminar or at a combined law enforcement/county attorney association meeting annually and **(2)** smaller local training seminars. Regional seminars will be located in either the north-central, south-central, eastern or western regions of Nebraska. The **(2)** smaller training sessions will be held in locations determined according to jurisdictional need and requests. Additional training sessions will also be developed in response to local needs.

Completion Date: September 30, 2025

4. Train and provide technical assistance to state, local and county law enforcement in technological methods of evidence gathering and preservation and trial techniques to help increase effective prosecutions of impaired driving cases. The TSRP will conduct **(2)** training seminars for law enforcement officers at the Nebraska Law Enforcement Training Center Recruit Academy. The

TSRP will also conduct **(1)** training seminar for law enforcement officers at the Sarpy Douglas Law Enforcement Academy, (herein after "SDLEA") and (1) training seminar for the Nebraska State Patrol recruit academy. Law enforcement training topics will be incorporated into the annual regional training, the local training sessions or both. The TSRP will also provide technical consultation to law enforcement agencies regarding underage drinking issues.

Completion Date: September 30, 2025

5. Provide technical consultation to law enforcement officers regarding suspected drug or alcohol-related crash cases. When requested, assist prosecutors in grand jury proceedings involving pursuits of suspected drug or alcohol impaired drivers facing possible subsequent motor vehicle homicide or vehicular manslaughter charges and other misconduct proceedings related to DUI or DUI-D investigations.

Completion Date: September 30, 2025

6. Promote heightened awareness of victim-related issues. In the field, the TSRP will focus on victim-awareness and provide a resource for members of law enforcement pertaining to traffic safety crime victims. Training seminars will include segments focused on challenges faced by victims of traffic-related crime.

Completion Date: September 30, 2025

7. Act as liaison between the NOOR Highway Safety Office and Co. Attorneys to encourage involvement in traffic safety initiatives and updating Title 177. As needed, or as issues arise, the TSRP will forward information from the NDOT Highway Safety Office to state prosecutors and will correspondingly forward prosecutor needs and concerns to the Highway Safety Office.

Completion Date: September 30, 2025

8. Foster cooperation between law enforcement agencies and prosecutorial teams by meeting with law enforcement agencies to explain prosecutorial policy, answer questions and receive suggestions. The goals of this cooperation will be to improve arrest and prosecutions rates and to ensure effective investigations and successful prosecutions. The TSRP will visit local law enforcement at least (6) times annually.

Completion Date: September 30, 2025

9. Apprise 30 prosecuting attorneys on evolving areas of traffic safety law at an annual statewide Co. Attorney Meeting. Provide timely updates on important case law and emerging issues via electronic format or regional trainings. At least **(1)** regional training will be conducted annually. Training will provide tips for successful prosecution of cases involving traffic-related crime.

Completion Date: September 30, 2025

10. Maintain a working relationship with the National Highway Traffic Safety Administration (NHTSA), National Association of Prosecutor Coordinators (NAPC), National Traffic Law Center (NTLC) and other TSRPs. The TSRP will attend national trainings to obtain information that can be provided to local law enforcement agencies and prosecutors. National training may include the annual TSRP Meeting, annual DRE Conference and **(1)** other skill-improving seminar/training.

Completion Date: September 30, 2025

11. Create a pool of faculty from Nebraska or other state prosecutors to assist in training for larger regional training seminars. The TSRP will contact potential prosecutor/support faculty during fiscal year 2024 with the goal of developing **(2)** support faculty attorneys.

Completion Date: September 30, 2025

12. Maintain data for the Nebraska Manual for Driving Under the Influence Prosecution on an ongoing basis. As needed, the TSRP will distribute an updated edition of the Manual to **93** Nebraska Co. Attorneys and **10** law enforcement agencies.

Completion Date: September 30, 2024

Activities:

Prosecution of Alcohol-Related Traffic Offenses:

- Lead Prosecutor in twelve (12) DUI cases.
- Lead Prosecutor in one (1) conflict of interest pedestrian serious injury auto collision case.
- Lead Prosecutor in one (1) fatal pedestrian/automobile case.
- Lead Prosecutor in twelve (12) motor vehicle homicide cases.
- Lead Prosecutor in one (1) fatal procuring for minor case.

Provided technical assistance and legal research to Prosecutors:

- Advised County Attorneys on 44 occasions involving a variety of alcohol issues and which also included drafting briefs and conducting legal research.

Training regarding trial practice, emerging DUI issues, and current developments in Nebraska and national DUI case law for prosecutors and law enforcement:

- Presented to 407 officers and 211 prosecutors from Nebraska and other states during various seminars, including the Spring County Attorneys Association Conference in Kearney, the annual DRE Update in Bellevue, the DRE school in Lincoln, the National CMV Post Crash Inspection Class in Kearney, the Crash Reconstruction Course at Grand Island, and trainings for the NLETC (4), SDLEA (3) and NSP (2) Academies, and (5) regional trainings.

Training and technical assistance in methods of evidence gathering and preservation in impaired driving cases for prosecutors and law enforcement:

- Provided training and assistance to officers and prosecutors at various seminars, email, telephone and in-person consultations. During fiscal year 2024-25, the Nebraska TSRP continued training and availability for technical consults at the Attorney General's Office statewide regional trainings, which provided further opportunities for face-to-face training on 2 additional occasions in Lincoln, and Ogallala, NE. The Nebraska TSRP also presented its standard regional trainings in Wahoo, Lexington and Sidney, NE. The Nebraska TSRP continues to moderate and provide information and technical assistance to all Nebraska County Attorney Offices via the Nebraska DUI Prosecutor online forum.

This fiscal year, the Nebraska TSRP developed a new presentation regarding digital evidence in crash cases in conjunction with two tech crimes investigators of the NSP and AGO. This training was developed based on a successful prosecution of MVH in Dakota County, NE, by the TSRP. The training includes state-of-the-art techniques for gathering, synchronizing and presenting digital forensic evidence. The training was

presented at the Wahoo regional training and the Spring County Attorney's Conference in Kearney.

Liaison between Governor's Highway Safety Office (HSO) and Co. Attorneys:

- Facilitated information sharing to and between HSO and County Attorneys in response to four major issues affecting DUI investigations and prosecutions statewide: Title 177 NAC Chapter 7 update efforts, CMV Masking, Datamaster wet bath simulator solution vendor issue and Datamaster Certificates of Analysis for calibration.

Interactions with law enforcement agencies:

- Maintained and developed working relationships with law enforcement agencies through various interactions including 20 responses to direct inquiries from LEO agencies, as well as numerous interactions at trainings and in the course of direct prosecutions of cases by the TSRP.

Interactions with the National Highway Traffic Safety Administration (NHTSA), National Association of Prosecutor Coordinators (NAPC), National Traffic Law Center (NTLC), and other TSRP:

- Maintained and developed working relationships between national/Federal stakeholders and other state TSRP's via responses to individual inquiries as well as organizational inquiries. Shared information and provided responses to questions from other TSRP's via the national TSRP on-line forum regarding cross-border defendants, defense experts, toxicological trial evidence, fluid collection laws, marijuana legislation inquiries, CDL Masking, HIPAA and traffic crime investigations, and lab fluid testing laws. In summary, on 17 occasions, the Nebraska TSRP worked to enhance and support the existing national network of highway safety stakeholders, all of whom share the goal of increasing highway safety.
- The Nebraska TSRP also attended the Annual IACP Impaired Driving and Traffic Safety Conference in Chicago, IL. As a result of attendance at the conference, the Nebraska TSRP gained new knowledge regarding national DRE/DUI-D trends and strengthened relationships with national highway safety stakeholders and other state TSRPs.

Updating data for the "Nebraska Manual for Driving Under the Influence Prosecution":

- Throughout the year, the Nebraska TSRP reviewed new appellate opinions, developed/updated predicate questions and other content in the "Nebraska Manual for Driving Under the Influence Prosecution." The Nebraska TSRP has also encouraged and received suggestions from prosecutors and law enforcement officers for additional content in future editions of the Manual. The Nebraska TSRP has also continued to distribute copies of the "Manual" to newly-hired prosecutors and requesting law enforcement officers throughout Nebraska.

Other relevant activities:

- Responded to inquiries from and provided information to traffic crime victim families, MADD, Project Extra Mile and the Nebraska DEC/DRE program in the course of case prosecutions by the TSRP. During this fiscal year, the Nebraska TSRP was honored by the receipt of awards from the Project Extra Mile and the Nebraska DEC/DRE program.

Results:

In this grant period, as in previous years, the Nebraska Attorney General's Office Traffic Safety Resource Prosecutor (TSRP) obtained convictions in several DUI and motor vehicle homicide cases, with an even higher MVH caseload than the last fiscal year. Furthermore, the TSRP prosecuted four new conflict of interest DUI cases, involving (2) LEO, (1) county board member and (1) public defender defendants.

This year, the TSRP achieved information transfer to numerous new law enforcement officers via the NLETC, SDLEA, and NSP Academies, and the Crash Reconstruction Course for experienced officers from across the state, hosted at the NLETC academy. The TSRP continued to obtain statewide interaction and instruction at the traditional TSRP regional trainings, as well as presenting in regional trainings with the elected Attorney General for the State of Nebraska. The Nebraska TSRP also achieved reach to out-of-state officers at the 2024 NSP Commercial Motor Vehicle Post-Crash Inspection Course.

The TSRP again provided consultation and facilitated information sharing on emerging problem areas among law enforcement agencies regarding Datamaster instrument calibration, maintenance and documentation thereof.

Another highpoint of this fiscal year was the Nebraska TSRP's involvement with the Title 177, CH. 7 stakeholder team successfully achieving regulation update passage.

Significant Direct Action

The TSRP again secured sentences in motor vehicle homicide/vehicular manslaughter cases during this fiscal year. One noteworthy case involved the death of a young driver slain by debris fallen from a passing CMV. With the assistance of two tech crimes investigators, the team was able to gather and synch a large volume for forensic video, GPS and cell phone evidence into a useable evidence package. The result of these efforts was a conviction in this case for motor vehicle homicide, as well as creation of a new training presentation. This presentation has been given statewide on two occasions, and its framework has been utilized in two new fatal crash cases by the TSRP. The TSRP now endeavors to present this training to a national audience.

Finally, the TSRP took on several cases in priority counties in the northeast and south central edges of Nebraska .. As always, while prosecuting in these counties, the Nebraska TSRP seizes upon opportunities to provide pointers and informal training to local prosecutors and law enforcement officers.

MADD Community Education, Prevention and Victim Support Project (405d-25-09)

Source 405d: \$165,880.90

1. Outreach to increase engagement around MADD's Underage Substance Use Prevention programs, the Court Monitoring program, and MADD's Victim Services, focusing on the 15 target counties with a specific focus on building relationships in traditionally underserved rural communities.
2. Increase awareness about MADD's Victim Services working to ensure impacted families are made aware of MADD's support. Aiming to make contact with at least 50% (370) of the 740 (5-year average) victim/victim families impacted by alcohol-related injury crashes and 50% (37) of the 74 (5-year average) victim/victim families impacted by alcohol-related injury crashes and 50% (37) of the 74 (5-year average) victim/victim families

impacted by alcohol-related fatal crashes throughout the state.

3. Support Law Enforcement agencies in the 15 target counties quarterly with enforcement and community awareness events such as high visibility enforcement initiatives, training, distribution of MADD's Impaired Driving Toolkit, and roll call briefings.
4. Support MADD's mission through a strong volunteer program that focuses on recruiting, retaining, and training volunteers to strengthen MADD's mission in areas including Victim Services, the Court Monitoring program, and Underage Drinking and Substance Use Prevention programs.

Strategies and Activities:

- MADD's program specialist engaged 29 new volunteers (static and episodic) to support the MADD mission in the state.
- Over 900 students were reached with Power of Youth Messaging throughout the grant year.
- The MADD Staff served on multiple task forces/coalitions to build relationships focused on eliminating impaired driving. Courtney Zimbelman-Burt worked specifically with a CSLC cohort. Ashley Rowe and Courtney Zimbelman-Burt worked with Project Extra Mile. MADD also worked with Teens in the Driver's Seat, FCCLA, Omaha Community Foundation, and other community partners to spread awareness and connect with students.
- Ashley Rowe and Courtney Zimbelman-Burt attended the NDOT Highway Safety Conference, and Courtney presented at the "Working with Survivor Advocates" session.
- Ashley Rowe presented at an NDOT HSO Safety Advocates Meeting and at the Nebraska Impaired Driving Assessment.
- MADD Staff attended several career and resource fairs with community agencies/organizations to share about our volunteer programs, Underage Drinking and Substance Use Prevention programs, and Victim Services.
- The annual MADD Hero Award event honored 31 Law Enforcement Officers, probation, prosecution and other community members who went above and beyond in DUI/MIP enforcement and education. The event had around 200 people in attendance. Winners were highlighted on social media and shared with local media through press releases.
- MADD continued to build relationships with Law Enforcement across the state through 15 presentations/ roll call briefings and spoke with new recruit classes. MADD also continued to use our social media channels to highlight the work of law enforcement and the safety messaging around the high-risk times.
- Courtney Zimbelman-Burt attended National Night Out with La Vista Police Department, the Wet Lab event with Sarpy County as part of the "Drive Sober or Get Pulled Over" campaign, and a DRE graduation to further build the connection with those agencies and connect about MADD programs and partnerships.
- Cindy Lamgo and Erin Payton (Director, Mission Operations and interim Director while Ashley Rowe was on maternity leave) created a Law Enforcement Survey to collect information from law enforcement agencies in Nebraska. Results were used to connect officers and agencies with appropriate programs and services.
- Cindy Lamgo delivered food and treats to local law enforcement agencies during National Police Week, and shared about programs MADD offers.
- MADD's Victim Advocates ensured victims were supported on an ongoing basis. Throughout the year we saw an increase in victims served and services provided.
- MADD Nebraska offers a monthly support group with our Colorado office. This support group has been a vital resource for new victims to connect with other families.
- MADD Nebraska hired Cindy Lamgo as a part-time Program Specialist in outstate Nebraska. Cindy has worked to increase MADD's visibility in her local and surrounding community by presenting Underage Drinking and Substance Use Prevention programs to schools in her area.

- MADD Nebraska hired Valeria Andersen in March after Courtney's lateral move to Program Specialist in February. Valeria has created an active approach to outreach and referral partners and has begun to build a strong network of support for victims of impaired driving, including gathering volunteers to facilitate Victim Impact Panels across the state.
- Valeria Andersen began working on a referral network guide to connect victims and survivors with services in their area and build reciprocal relationships with community agencies and organizations.
- MADD's Court monitoring program focused on the target counties. Volunteers and staff entered data and were present in court when availability allowed.
- MADD Nebraska maintained an active presence on our social media accounts, sent monthly e-newsletters and used press releases to reach media for events and high-risk times.
- MADD Nebraska worked to do paid advertising campaigns with KZUM in Lincoln to increase awareness of our volunteer programs and Move with MADD event.
- MADD Nebraska held a Candlelight Vigil to honor victims of impaired driving.
- MADD Nebraska formed a state Advisory Board of community partners in May that discusses collaboration, legislative endeavors, advocacy initiatives, and substance use prevention methods in Nebraska.

Results:

In 2024, alcohol-impaired driving fatalities Decreased by 43.8 percent from 520 (5 Year rolling average in 2020-2024) to 346.

In 2023, according to the state alcohol-impaired-driving estimate data from NHTSA, approximately 79 people died due to alcohol-related crashes in Nebraska, meaning 26% of fatal crashes in Nebraska were alcohol-related. This number is slightly lower from the average of 31.8 percent from the data collected between 2015-2019, as well as the estimated 27% of fatal crashes, or 66 fatalities, in 2022. MADD Nebraska and Highway Safety Advocates can continue to focus their efforts to reduce the number of alcohol-related motor vehicle crashes on state roadways by addressing the number of arrests and convictions for original offenses and continuing work to educate our community on the dangers of impaired driving.

Toxicology Services (405d-25-11)

Source: 405d: \$97,892.00

Testing for both alcohol and drugs is essential to convict offenders. In cases of impairment due to suspected drug usage, the Toxicology Section analyzes driver's urine samples to determine the presence of impairment drugs or drug metabolites. When these impairing drugs/metabolites are present, the Toxicologists testify in court as to the identity of the drug to corroborate observations made by arresting officers and drug recognition experts. All cases worked in the Toxicology Section of the NSPCL are generated by Nebraska law enforcement agencies.

Drug abuse trends in recent years have complicated toxicology testing. Where samples once indicated the presence of a single controlled substance, today, combinations of multiple substances such as marijuana, amphetamines/methamphetamines, benzodiazepines and/or opiates commonly occur within one sample.

Approximately 90% of the samples received by the Crime Laboratory contain multiple drugs or drug metabolites. These “poly-drug” samples effect efficiency in two ways:

- The time required to communicate with prosecuting attorneys regarding what needs to be tested; and
- The time-consuming process of extracting and confirming multiple drugs.

Nebraska Revised Statute 29-107 requires that defendants’ trials occur within six months of filing charges. As such, it is common for prosecutors to delay filing charges until the Crime Lab has results. In cases where charges have been filed, testing delays can necessitate the dismissal of charges in hopes of refile when lab results are available. The outcome of these actions creates an opportunity for the drivers to reoffend, threatening the safety of thousands of Nebraska’s residents and visitors. It also complicates case management for attorneys and may increase the likelihood of a plea bargain.

The NSPCL is the only laboratory currently performing urine toxicology testing in Nebraska. Toxicology Section, support from NDOT-HSO beginning in 2016 contributed to a dramatic decrease in analysis completion time.

Target and Objective(s):

Overall Emphasis Area: Fatal, A and B Injury Crashes

Target: To decrease the increasing trend of traffic fatalities by maintaining a constant trend 235 (2019-2023 rolling average) through December 31, 2026.

Emphasis Area: Alcohol-Impaired Fatal, A and B injury crashes

Target: Reduce alcohol-impaired Fatal, A and B crashes by 17.4 percent from 520 (2016-2020 rolling average) to 430 by December 31, 2026.

Strategies and Activities:

- Forensic Scientist (FS) performs casework efficiently – as of January 2025 the analyst under this grant is newly hired and in the process of being trained. Training completion is expected in January of 2026.
- Forensic Scientist provides Court testimony throughout Nebraska when requested
- Forensic Scientist assists with purchase and validation of ELISA Screening Instrument

Results:

- The Laboratory met or surpassed the turnaround goal for most months of the grant period. Turnaround was impacted by training of the grant funded analyst and an ongoing family medical situation affecting the toxicology technical leader and only currently trained analyst. The section has worked to mitigate the impact as much as possible. The grant funded Forensic scientist is progressed to indirectly supervised casework which has had a positive impact on the backlog and turnaround.
- The forensic scientist funded by this grant is still in training and does not yet have testimony responsibilities. As part of her training, she has focused on court procedure and testimony and will be prepared to provide testimony when the need arises.
- The ELISA instrument was purchased, and the validation process is in the final stages. Completion is expected before January of 2026. The validation was slowed by the same factors that impacted analysis; however, it will be functional and in use by the time the existing instrument is unable to be used. The grant funded Forensic Scientist has performed the bulk of the sample analysis necessary for the validation which has enabled its completion to meet the goal timing.

	10/24	11/24	12/24	01/25	02/25	03/25	04/25	05/25	06/25	07/25	08/25	09/25
Number of cases received	45	47	49	48	52	32	44	51	26	51	37	40
Average # days to complete analysis	21.61	25.70	18.58	26.11	25.21	18.73	15.42	22.32	36.89	41.22	31.07	27.43

Month	Activity
10/24	1. Scientific Basis and Advantages and Disadvantages of Oral Fluid Drug Testing in Impaired Driving Cases – Florida TSRP 2. Testifying in Court...You Said What? Strategies for Effective Testimony – Florida TSRP
11/24	1. DRE Update Training – NHTSA & DRE Program
12/24	1. No training attended in December
01/25	1. Funding for new analyst, the analyst is participating in an internal training program. She likely will not attend external training until completion of the internal program.
02/25	1. Analyst in training. She is progressing through internal training modules as expected.
03/25	1. Analyst in Training. She is progressing through internal training modules as expected.
04/25	1. Analyst in Training. She is progressing through internal training modules as expected. She has begun performing some supervised casework tasks.
05/25	1. Analyst in Training. She is progressing and is performing some indirectly supervised casework tasks.
06/25	1. Analyst in Training. She is progressing and is continuing to perform some case tasks to help with backlog and turnaround as is appropriate.
07/25	1. Analyst in Training. She is progressing and is performing additional tasks as she is allowed to assist with backlog and turnaround.
08/25	1. Analyst in Training. She is progressing and is performing most tasks indirectly supervised to assist with backlog and turnaround.
09/25	1. Analyst in training. She is progressing and currently performing indirectly supervised casework and assisting with validation of the screening instrument capable of testing both blood and urine.

1. Ensure the Nebraska Collegiate Consortium to Reduce High-Risk Drinking maintains infrastructure by providing continued technical support for planning, developing, and implementing effective campus and campus-community individual and environmental interventions to reduce high risk drinking, drinking and driving, and drunk driving to the 18 schools currently receiving active support and increasing the number of schools receiving support by 10% (2 schools).
2. Expand the use of evidence-based strategies being utilized by our NCC members and facilitate partnerships amongst member institutions and community stakeholders by increasing the number of partnerships amongst member institutions and community stakeholders by increasing the number of NCC schools implementing evidence based strategies by 15% (2 schools).
3. Continue and expand data analysis support to NCC member schools for reports of results from Y1CBP and CBP, Campus Climate surveys, local substance use surveys, and updating Y1CBP and CBP (feedback norms, by increasing the number of NCC schools receiving reports by 15% (2 schools).

Strategies and Activities:

1. Technical Assistance

Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, in person site visits, list-serve, monthly newsletters, NECPA Advisory Board meetings and virtual meetings. The NECPA completed virtual and in person site visits with 9 member institutions this year. The NECPA also held the Omaha Collegiate Consortium Annual Luncheon in Omaha on February 12, 2025 and the NECPA annual Statewide Convening in Lincoln on July 2025 which provided members an opportunity to network and grow their knowledge and skills related to substance use prevention in higher education

2. Data analysis

NECPA completed 2024 Y1CBP full reports for 21 member schools on 11/27/24: Bellevue University, Bryan College of Health Sciences, Central Community College, Chadron State College, Clarkson College, College of Saint Mary, Concordia University, Creighton University, Doane University, Metropolitan Community College, Nebraska Methodist College, Nebraska Wesleyan University, Northeast Community College, Peru State College, Southeast Community College, Union Adventist University, University of Nebraska at Kearney, University of Nebraska at Omaha, University of Nebraska-Lincoln, Wayne State College and Western Nebraska Community College. Completed summary reports for OCC and a Statewide summary on 12/3/24. Completed factsheets on topics of interest from 2024 NACHB including Alcohol Use, High Risk Behavior, Marijuana Use, Mental Health, Other Drugs, Sexual Behaviors, and Underage Behavior. Evaluation of the NECPA's Statewide Convening on 7/15/25, with a report of results on 8/22/25.

3. Skill building

The NECPA facilitated several Brief Motivational Interviewing trainings this year including Southeast Community College on December 20, 2024, Doane University on August 15, 2025, and UNL on September 11, 2025. Dr. Jim Lange presented "Navigating the Federal and State Cannabis Policy Divide in Higher Education" at UNL on April 28, 2025, which was attended by 37 individuals from 13 NECPA member institutions. The NECPA held our Statewide Convening on July 15, 2025, which was attended by 81 individuals representing 17 NECPA member institutions. During this event, we offered breakout sessions targeted at increasing members' knowledge and skills in: Nebraska and National Drug Trends, Challenges, and Solutions, Leveraging Campus-Community Partnerships, Prioritizing Program Assessment and Evaluation, and Trauma and Substance Use in College Students. The event also included keynote presentations from Nebraska Attorney General, Mike Hilgers, "Delta 8 and Medical

Marijuana – Legal Status in Nebraska” and from Dr. Emily Perlow and Todd Shelton, “Hazing Legislation”. The NECPA also completed an evaluation survey with attendees and received positive feedback on a variety of the training topics - [NECPA 2025 Summer Convening Survey Eval Report SENT.pdf](#). The NECPA also offered the “Beyond the Buzz: Understanding and Addressing Substance Misuse in Young Adults” webinar with Dr. Dennis McChargue on September 11, 2025, to make up for this breakout session being cancelled due to a jury duty commitment that conflicted with the statewide convening. This webinar was attended by 27 individuals representing 13 NECPA member institutions.

4. Web Expansion and Maintenance

NECPA throughout the FY2025 fiscal grant continued to update the website with new research, programmatic updates, resources for members, local, state and national news and funding opportunities for members throughout the grant cycle.

5. College Behavior Profile (CBP/Year One College Behavior Profile)Y1CBP Programs

During the FY2025 fiscal grant NECPA reported all Y1CBPs were administered between May and September 2025. Completion rates for the Y1CBPs in fall 2025 were as follows: Bellevue University = 69%; Bryan College of Health Sciences = 91%; Central Community College = 1%, Chadron State College = 77%, Clarkson College = 86%; College of St. Mary = 14%; Concordia = 68%, Creighton University = 77%; Doane University = 64%; Metropolitan Community College = 33%; Nebraska Methodist College = 74%; Nebraska Wesleyan University = 85%; Northeast Community College = 48%; Peru State College = 71%; Southeast Community College – 87%; University of Nebraska Kearney = 32%; University of Nebraska at Omaha = 41%; University of Nebraska-Lincoln = 32%; Wayne State College = 49%; and Western Nebraska Community College = 84%. 2025 Completion rates varied member by member, with more institutions seeing an increase in completion rates from last year compared to those that saw a decrease in rates. The NECPA is continuing to work with members on an individual basis to ensure that their completion rates for the Y1CBP improve in 2026. A CBP was built for Nebraska Methodist College this grant cycle and went live in September 2025. Analyses of the Y1CBP data were conducted by the Methodology and Evaluation Research Core Facility at the University of Nebraska-Lincoln and submitted to each institution. Assistance was provided to ensure that feedback norms and resources in the CBP/Y1CBP programs are updated yearly, member institutions continue to be financially responsible for hosting and maintenance costs.

6. Statewide Media Campaign

The NECPA hired Epicosity to develop and implement our statewide social norms media campaign which targeted drunk and drugged driving during the high-risk events of spring break, St. Patrick’s Day and 4/20. Media tactics included ads on Instagram, Snapchat, TikTok, and digital out of home. The campaign performed well, with over 4.7 million marketing impressions and an overall click through rate of .32% (9,050 clicks). The full campaign report can be found here - [NECPA 2025](#).

The campaign connected the audience with additional information through our landing page at <https://makeitaboutyou.org/>.

Results:

NECPA reports show a decrease in drinking and driving from the data collected during the FY2025 fiscal year. Relative to targeted 3% from their 5-year (2016-20) average rates of 34.1% (alcohol-involved total crash), 26.8% (alcohol-involved fatal crash), and 31.2% (alcohol-involved injury crash),

2020 rates were 19.1% lower for alcohol-involved total crashes (27.6%), 27.7% lower for alcohol-involved fatal crashes (19.4%), and 11.9% lower for alcohol-involved injury crashes (27.5%), which all exceed our 2019-20 targets of 3% reduction. These trends were supported by some other available data from 2025 Y1CBP. A drop in drinking and driving was reported from almost all of the 2025 Y1CBP participating schools who participated in 2019: College of Saint Mary from 6.3% in 2019 to 0% in 2025; Creighton University from 3.0% in 2019 to 1.1% in 2025; Doane University from 4.9% in 2019 to 2.4% in 2025; Nebraska Methodist College from 5.8% in 2019 to 5.5% in 2025; Nebraska Wesleyan University from 3.1% in 2019 to 0% in 2025; Southeast Community College from 7.9% in 2019 to 1.7% in 2025; University of Nebraska Lincoln from 3.2% in 2019 to 2.0% in 2025; University of Nebraska Omaha from 3.1% in 2019 to 1.7% in 2025.

Alternate Transportation Project (405d-25-13)

Source 405d: \$0.00

The objective of this project is to reduce the number of impaired drivers during high-risk periods of impaired driving.

Strategies and Activities:

- Provide funds for safe alternative transportation during high-risk periods when people may make bad decisions and drive impaired.
 - We did not fund this project this year due to staffing issues.
- Provide funding for mini-grant contracts to local agency/organizations specific to alcohol-impaired alternative ride options as need is demonstrated.
 - We did not fund this project this year due to staffing issues.

NE Public Health Environmental Lab – BAC Testing/Reporting(B5BAC) (405d-25-14)

Source 405d: \$27,808.00

The objective of this project is to improve blood alcohol screening and testing. Reporting to NDOT for traffic safety planning and improvements.

Strategies and Activities:

- Provide funds for mini-grant contracts to purchase Testing/Reporting equipment to the grantee to perform tests of impaired drivers.
 - 405D-25-14-01 DHSS Mini – Grant provided funding for the purchase and installation of one Agilent 8890 Gas Chromatograph System to support Nebraska's impaired driving program.
- Provide test results to law enforcement and NDOT HSO for prosecution and traffic safety planning.

Selective Overtime Enforcement – Alcohol (405d-25-51)

Source 405d: \$284,444.48

In accordance with the HSO Nebraska's Performance-Based Strategic Traffic Safety Plan, selective alcohol overtime efforts will be focused in the twenty-three counties which have been identified as "target" or "priority" counties. Additional consideration will be given to those agencies in the "alcohol emphasis" counties. In order to influence attitudes and driving behavior, selective overtime enforcement in these concentrated areas is necessary.

Target:

- To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 5,292 (2019-2023 rolling average) through December 31, 2025, and through December 31, 2026.
- To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5-year rolling average in 2019-2026) through December 31, 2025, and through December 31, 2026.
- To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 67 (5-year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
- Reduce alcohol-impaired fatal, A and B crashes by 10.3 percent from 402 (2019-2023 rolling average) to 365, by December 31, 2025, and by 17.9 percent to 334 by December 31, 2026.

Objective:

1. To provide funding assistance through the “mini-grant contract application and award” process to state and local law enforcement agencies within the twenty-three priority counties and with justification, those non-priority counties, to conduct selective overtime alcohol enforcement activities. Participating agencies will be provided funding assistance for overtime salary expenditures.

Strategies and Activities:

1. The HSO will administer mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective overtime alcohol enforcement activity. Approximately 35 mini-grant contracts will be entered into with law enforcement agencies. The following requirements will apply to the mini-grant contracts:
 - a. Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
 - b. Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period of time. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).
 - c. The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.
 - d. Regular alcohol enforcement activities by the local agency must remain at the current level. The selective alcohol overtime mini-grant contract must be in addition to the normal alcohol enforcement activities.
 - e. The publicity surrounding the selective alcohol overtime enforcement provides a deterrent effect. A pre- and post- news release must be issued.
 - f. All officers working alcohol overtime enforcement must be trained in NHTSA’s “*DWI Detection and Standardized Field Sobriety Testing*.”
 - g. Completion Date: September 30, 2025

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
405d-25-51-01	Nebraska State Patrol	UNL Oct - Nov Football Games Impaired	22	10	\$ 2,304.41
405d-25-51-02	Nebraska State Patrol	Halloween Impaired Enforcement HQ, A, B, C, D	70	79	\$ 5,978.83
405d-25-51-03	Nebraska State Patrol	DSGPO Dec 11-Jan 1, 2025	497	838	\$ 42,886.00
405d-25-51-04	Nebraska State Patrol	Super Bowl Sunday Impaired OT 2/9/25	60	38	\$ 4,640.13
405d-25-51-05	Omaha Police Department	St. Patricks Day Mar 14 - 17	144	288	\$ 12,456.81
405d-25-51-06	Nebraska State Patrol	St. Patricks Day Mar 15 - 17	187	152	\$ 15,944.60
405d-25-51-07	Nebraska State Patrol	420 April 18 - 20, 20025	96	76	\$ 9,019.48
405d-25-51-08	Nebraska State Patrol	HQ Rec Areas Impaired May 24-Aug24	76	24	\$ 7,485.11
405d-25-51-09	Nebraska State Patrol	Keith-Harlan May 23-26	117	67	\$ 9,840.00
405d-25-51-10	Nebraska State Patrol	Keith-Harlan July 3-6	120	138	\$ 9,840.00
405d-25-51-11	Nebraska Game and Parks	Northwest/North Sub-district May 23 - Aug 31	185	129	\$ 8,354.40
405d-25-51-12	Nebraska Game and Parks	Northeast/West Sub district May 23 - Aug 31	46	14	\$ 2,556.71
405d-25-51-13	Nebraska Game and Parks	Northeast/East Sub district May 23 - Sept. 1	51	37	\$ 2,119.22
405d-25-51-14	Nebraska State Patrol	July 3-6 Impaired Driving Enforcement A,B,C,D,H	179	137	\$ 17,122.57
405d-25-51-15	Gothenburg Police Department	DSGPO Aug 16 - Sept 1, 2025	83	6	\$ 3,407.28
405d-25-51-16	Hall County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	116	58	\$ 5,652.15
405d-25-51-17	Holdrege Police Department	DSGPO Aug 16 - Sept 1, 2025	20	9	\$ 1,470.48
405d-25-51-18	Johnson County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	139	67	\$ 6,803.02
405d-25-51-19	La Vista Police Department	DSGPO Aug 16 - Sept 1, 2025	31	12	\$ 2,185.87
405d-25-51-20	Lancaster County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	110	73	\$ 7,483.27
405d-25-51-21	McCook Police Department	DSGPO Aug 16 - Sept 1, 2025	6	1	\$ 240.57
405d-25-51-22	Merrick County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	148	122	\$ 7,845.21
405d-25-51-23	Nebraska City Police Department	DSGPO Aug 16 - Sept 1, 2025	110	27	\$ 6,886.70
405d-25-51-24	Nebraska State Patrol	DSGPO Aug 16 - Sept 1, 2025	546	1113	\$ 17,122.57
405d-25-51-25	Nemaha County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	88	24	\$ 4,238.18
405d-25-51-26	Ogallala Police Department	DSGPO Aug 16 - Sept 1, 2025	18	2	\$ 779.91
405d-25-51-27	Omaha Police Department	DSGPO Aug 16 - Sept 1, 2025	148	270	\$ 11,840.32
405d-25-51-28	O'Neill Police Department	DSGPO Aug 16 - Sept 1, 2025	22	9	\$ 1,166.00
405d-25-51-29	Otoe County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	55	37	\$ 2,826.10
405d-25-51-30	Papillion Police Department	DSGPO Aug 16 - Sept 1, 2025	16	23	\$ 1,086.19
405d-25-51-32	Ralston Police Department	DSGPO Aug 16 - Sept 1, 2025	30	71	\$ 1,875.40
405d-25-51-33	Richardson County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	142	56	\$ 6,907.41
405d-25-51-34	Sarpy County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	50	9	\$ 3,425.16
405d-25-51-35	Saunders County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	22	119	\$ 1,196.93
405d-25-51-36	Schuyler Police Department	DSGPO Aug 16 - Sept 1, 2025	40	75	\$ 2,055.24
405d-25-51-37	Sherman County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	72	11	\$ 2,548.36
405d-25-51-39	Valley County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	60	57	\$ 2,700.00
405d-25-51-40	Webster County Sheriff's Office	DSGPO Aug 16 - Sept 1, 2025	64	9	\$ 3,362.00
405d-25-51-41	Grand Island Police Department	State Fair Impaired driving Patrol Aug 22 - Sept 1	395	449	\$ 25,000.00
405d-25-51-42	Nebraska State Patrol	Troop H UNL Football Game Impaired Sept.	36	30	\$ 3,791.89
			4417	4766	\$ 284,444.48

Chart:

Impaired Driving mini grants were awarded for Special Enforcements and the DSGPO High Visibility Enforcements. These enforcement results include 4,417 overtime hours worked resulting in 4,766 citations. Of the 4,766 citations 233 were driving while intoxicated, 1,924 were issued to drivers for speeding, and 94 seat belt citations were also issued.

Impaired Driving System Support In-Car Cameras (405d-25-52)

Source 405d: \$106,609.17

In accordance with the HSO's *Nebraska's Performance-Based Strategic Traffic Safety Plan*, selective alcohol overtime efforts will be focused in the twenty-five counties which have been identified as "target" or "priority" counties. Additional consideration will be given to those agencies in the "alcohol emphasis" counties. In order to influence attitudes and driving behavior, selective overtime enforcement in these concentrated areas is necessary.

Target(s):

1. To decrease the increasing trend of fatal, A and B crashes by maintaining a constant trend of 5,292 (2019-2023 rolling average) through December 31, 2025, and through December 31, 2026.
2. To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5-year rolling average in 2019-2026) through December 31, 2025, and through December 31, 2026.
3. To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 67 (5-year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.
4. Reduce alcohol-impaired fatal, A and B crashes by 10.3 percent from 402 (2019-2023 rolling average) to 365, by December 31, 2025, and by 17.9 percent to 334 by December 31, 2026.

Objective(s):

1. To provide funding assistance through the "mini-grant contract application and award" process to state and local law enforcement agencies within the twenty-five priority counties and with justification, those non-priority counties, to conduct selective overtime alcohol enforcement activities. Participating agencies will be provided funding assistance for overtime salary expenditures.
2. To provide funding assistance through the "mini-grant contract application and award" process to state and local law enforcement agencies within the twenty-five priority counties and with justification, those non-priority counties, to purchase in-car camera systems. Participating agencies will be provided funding assistance for 75% of the cost of the unit, up to a maximum of \$3,500.00 per unit, with a limit of two units.
3. To provide funding assistance through the "mini-grant contract application and award" process to state and local law enforcement agencies within the twenty-five priority counties and with justification, those non-priority counties, to receive preliminary/evidentiary alcohol breath testing equipment. Participating agencies will receive preliminary breath testing instruments funded 100% by the HSO and evidentiary breath testing instruments funded at \$3,500.00 each by HSO.
4. To be eligible for in-car cameras and/or breath testing instruments, the agencies must agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.

Strategies and Activities:

1. The HSO will enter approximately 22 mini-grant contracts with law enforcement agencies to provide funding assistance for the purchase of in-car camera systems. The following requirements will apply to the mini-grant contracts:
 - a. All units will be funded at 75% of the cost of the unit up to a maximum of \$3,500.00.
 - b. A maximum of two (2) in-car camera systems may be awarded to the law enforcement agency during the project period.
 - c. Agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.
 - d. Upon request the agency must provide their alcohol-related arrest record for the previous three-year period.
 - e. Upon request the agency must provide the number of traffic enforcement patrol vehicles and traffic enforcement officers in the agency.
 - f. Upon request the agency must provide the number of officers in the agency trained in Standardized Field Sobriety Testing (SFST).
 - g. Activity generated with the in-car cameras (recorded traffic stops) must be reported for three (3) fiscal years following receipt of the equipment.
 - h. A copy of the agency's safety belt and drug free workplace policy must be on file with the HSO.
 - i. Agencies must submit BAC results for all drivers involved in fatal crashes.

Fiscal Year (FY) 2025 Activity:

- The 39 in-car cameras awarded in FY2023 resulted in a total of 7,137 recorded traffic stops.
- The 32 in-car cameras that were awarded in FY2024 resulted in a total of 4,225 recorded traffic stops.
- The 35 in-car cameras that were awarded in FY2025 resulted in a total of 2,950 recorded traffic stops.

Results:

- In 2024 alcohol-impaired driving fatalities increased by 13.8 percent from 67 (5-year rolling average in 2019-2023) to 76.
- In 2024 motorcyclist fatalities increased by 23.1 percent from 26 (5-year rolling average in 2019-2023) to 32.
- In 2024 fatal, A and B injury crashes increased by 15.2 percent from 5,292 (2019-2023 rolling average) to 6,096.
- In 2024 alcohol-impaired fatal, A and B crashes decreased by 60 percent from 407 (2019-2023 rolling average) to 163.

Contract Awards**405d-25-52 In-Car Cameras**

Contract Number	Date of Award	Amount	No. of Cameras	Recipient
405d-25-52-01	10/1/2024	\$ 6,858.00	2	Beatrice PD

405d-25-52-02	10/10/2024	\$ 7,000.00	2	Cass CSO
405d-25-52-03	10/1/2024	\$ 7,000.00	2	David City PD
405d-25-52-04	10/1/2024	\$ 3,041.24	1	Plattsmouth PD
405d-25-52-05	10/1/2024	\$ 6,082.50	2	Polk CSO
405d-25-52-06	10/8/2024	\$ 7,000.00	2	Nemaha CSO
405d-25-52-07	10/7/2024	\$ 5,232.00	2	Gothenburg PD
405d-25-52-08	10/7/2024	\$ 5,565.00	2	Imperial PD
405d-25-52-09	10/16/2024	\$ 3,500.00	1	Nebraska City PD
405d-25-52-10	12/10/2024	\$ 4,425.00	2	Wheeler CSO
405d-25-52-11	12/30/2024	\$ 3,500.00	1	Aurora PD
405d-25-52-12	12/20/2024	\$ 7,000.00	2	Dakota CSO
405d-25-52-13	1/15/2025	\$ 7,000.00	2	Dodge CSO
405d-25-52-14	2/3/2025	\$ 7,000.00	2	Ralston PD
405d-25-52-15	2/14/2025	\$ 2,958.93	1	Wahoo PD
405d-25-52-16	4/17/2025	\$ 7,000.00	2	West Point PD
405d-25-52-17	3/21/2025	\$ 7,000.00	2	Valley CSO
405d-25-52-18	4/9/2025	\$ 7,000.00	2	Custer CSO
405d-25-52-19	4/17/2025	\$ 3,500.00	1	Nebraska City PD
405d-25-52-20	4/17/2025	\$ 3,500.00	1	Dixon CSO
405d-25-52-21	4/24/2025	\$ 5,548.50	2	Garfield CSO
405d-25-52-22	6/12/2025	\$ 3,322.50	1	Valley PD

Breath Testing Equipment Purchase Assistance (405d-25-53)

Source 405d: \$111,125.00

Objectives:

To provide funding assistance through the “Mini-Grant Contract Application and Award” process to state and local law enforcement agencies within the twenty-four priority counties and with justification those non-priority counties, to conduct selective overtime alcohol enforcement activities. Participating agencies will be provided funding assistance for overtime salary expenditures.

To provide funding assistance through the “Mini-Grant Contract Application and Award” process to local enforcement agencies in the twenty-four priority counties and with justification, those non-priority counties, to purchase in-car systems. Participating agencies will be provided funding assistance for 75% of the cost of the unit up to a maximum of \$3,500.00 per unit, with a limit of one unit.

To provide funding assistance through the “Mini-Grant Contract Application and Award” process to local enforcement agencies in the twenty-four priority counties and with justification, those non-priority counties, to receive preliminary/evidentiary alcohol breath testing equipment. Participating agencies will receive preliminary breath testing instruments funded 100% by the HSO and evidentiary breath testing instruments funded at \$2,500.00 each by HSO.

1. To be eligible for in-car cameras and/or breath testing instruments the agencies must agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.

Strategies:

The HSO will enter into mini-grant contracts with law enforcement agencies to provide breath testing instruments. Approximately 35 mini-grant contracts will be entered into law enforcement agencies. The following requirements will apply to the mini-grant contracts:

- During the FY25 200 preliminary breath testing instruments were purchased for distribution through the mini grant contracts to law enforcement agencies.
- A maximum of six (6) preliminary breath testing instruments may be awarded to any one agency during the fiscal year. The Highway Safety Administrator is authorized to make exception.
 - During the FY2025 grant year, 33 mini-grant contracts were awarded to 33 agencies providing 190 preliminary breath (50%) increase from FY24) units as follows: Police Departments – 17 contracts; Sheriff's Offices –16 contracts is a 67% increase from FY24.

PBT Contract Awards

Agency	# of Units	Awarded
Bayard Police Department	4	\$1380.00
Beatrice Police Department*	6	\$1,980.00
Bennington Police Department*	3	\$990.00
Bellevue Police Department*	6	\$2,070.00
Blair Police Department*	6	\$2,070.00
Boone County Sheriff's Office	5	\$1,725.00
Buffalo County Sheriff's Office*	3	\$1,035.00
Central City Police Department	6	\$2,070.00
Dakota County Sheriff's Office*	3	\$1,035.00
Dawson County Sheriff's Office*	6	\$2,070.00
Dixon County Sheriff's Office	1	\$345.00
Dodge County Sheriff's Office*	6	\$2,070.00
Douglas County Sheriff's Office*	6	\$2,070.00
Fillmore County Sheriff's Office	6	\$2,070.00
Grand Island Police Department*	6	\$2,070.00
Greeley County Sheriff's Office	3	\$1,035.00
Holdrege Police Department *	3	\$1,035.00
Kearney Police Department*	42	\$14,490.00
Lancaster County Sheriff's Office*	6	\$2,070.00
Nebraska City Police Department*	6	\$2,070.00
Neligh Police Department	4	\$1,380.00
Nemaha County Sheriff's Office	2	\$660.00
Ogallala Police Department	6	\$2,070.00
O'Neil Police Department	6	\$2,070.00
Otoe County Sheriff's Office*	6	\$2,070.00
Sherman County Sheriff's Office	4	\$1,380.00
Saunders County Sheriff's Office*	4	\$1,380.00
Schuyler Police Department*	4	\$1,380.00
Scottsbluff Police Department*	2	\$690.00
South Sioux City Police Department	6	\$2,070.00
St. Paul Police Department	4	\$1,380.00
Valley County Sheriff's Office	6	\$2,070.00

Washington County Sheriff's Office*	3	\$1,035.00
Total	190	\$65,385.00

*FY25 Nebraska Priority Counties

- Activity generated with the breath testing instruments (number of breath tests) must be reported for three (3) fiscal years following receipt of the instruments. Due to COVID-19 preliminary breath testing activity is much lower than normal.
 - The 190 preliminary breath testing instruments that were awarded FY25 fiscal year resulted in 452 breath tests being conducted.
 - The 97 preliminary breath testing instruments that were awarded FY24 fiscal year resulted in 290 breath tests being conducted.
 - The 144 preliminary breath testing instruments that were awarded FY23 fiscal year resulted in 1,708 breath tests being conducted.

Evidentiary Breath Testing Awards

Agency	# of Units	Awarded
Clay County Sheriff's Office	1	\$3,500.00
Dodge County Sheriff's Office*	1	\$3,500.00
Garfield County Sheriff's Office	1	\$4,000.00
Garden County Sheriff's Office	1	\$3,500.00
Hamilton County Sheriff's Office*	1	\$3,500.00
Johnson County Sheriff's Office	1	\$3,500.00
Nebraska State Patrol*	1	\$4,000.00
Platte County Sheriff's Office*	1	\$4,000.00
Saline County Sheriff's Office	1	\$4,000.00
Sarpy County Sheriff's Office*	1	\$3,500.00
Schuyler Police Department	1	\$3,500.00
Scottsbluff Police Department*	1	\$3,500.00
Total	12	\$44,000.00

*FY25 Nebraska Priority Counties

- A maximum of one (1) evidentiary breath testing instrument may be awarded to any one agency during the fiscal year. * Designates FY25 Nebraska Priority Counties
 - Twelver (12) evidentiary breath testing instruments awarded in FY25 to law enforcement agencies. Five (5) orders were moved to FY25 grant year due to manufacturing production issues.
 - The Twelve (12) evidentiary breath testing instrument put into service in FY25 and received by law enforcement agency resulted in 77 evidentiary breath tests being conducted.
 - The one (1) evidentiary breath testing instruments put into service FY23 fiscal year and awarded in FY22 fiscal year resulted in 62 evidentiary breath tests being conducted.
 - The one (1) evidentiary breath testing instruments that were put into service in FY23 and received by law enforcement agencies resulted in 24 evidentiary breath tests being conducted.
- Agree to participate in a minimum of two special enforcement mobilizations each year during the following three-year period.
 - All law enforcement agencies receiving preliminary and evidentiary breath testing equipment met this requirement.
- A copy of the agency's safety belt and drug free workplace policy must be on file with the HSO.
 - All law enforcement agencies receiving preliminary and evidentiary breath testing equipment

met this requirement.

Distracted Driving Public Information and Education (405e-24-01)

Source 405e: \$167,472.64

To increase public information and education to local communities (teens and parents) about distracted driving harms and the importance safe driving. Funding will focus on drivers (age 14-50, individuals and parents) regarding distracted driving* traffic incidents, primarily in target counties. **(including inattention, mobile phone distraction, distracted-other).*

Provide distracted driving social media messaging (Facebook, Twitter, Instagram) monthly and reach 550,000 impressions through the campaign period (April – September) with a focus on priority counties. Distribute social media messaging to traffic safety partners throughout the state.

Carryout 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*).

Strategies and Activities:

- HSO contracted with Nebraska State Patrol for Distracted driving messaging.
 - \$4,500 of a \$18,000 media campaign run from Feb. 1, 2025 to April 30, 2025.
- HSO contracted with **Redthread** to develop a distracted campaign.
 - Distracted Driving Week 2025 Social/Digital Ads \$150,000.00

Deliverable: Redthread will recommend a media strategy, buy media, place media, project manage, and provide reporting on the marketing campaign for Distracted Driving Week 2025. Plus, Redthread will create and revamp up 15 social/digital ads for Distracted Driving Week 2025 social ads/posts. That can include social ads (Facebook & Instagram), Google ads, motion graphics, radio ads, video ads, and other ads to be determined with the client.

Redthread will provided:

- - strategy
- - copywriting (1 revision)
- - graphic design (1 revision)
- - posting and scheduling
- - digital monitoring
- - media placement
- - media strategy
- - media reporting

This price includes a recommended ad spend of \$75,000

March - April 2025 Reporting Notes

GOOGLE DISPLAY | AWARENESS

	March 31 - April 21, 2025
Clicks	58,422

Impressions	15,574,011
Click-through rate	0.38%
Cost per click	\$0.12
Spend	\$7,172.18

Our animated Google Display ads did a wonderful job generating awareness for the Distracted Driving campaign. Overall, they brought in 58,422 clicks and over 15.5 million impressions, all with a low \$0.12 cost per click. These are impressive results relative to the level of ad spend and campaign runtime.

YOUTUBE | AWARENESS

	March 31 - April 21, 2025
Clicks	2,620
Impressions	3,602,516
Interaction rate	22.13%
Interactions/Engagements	797,192
Cost per click	\$4.18
Spend	\$10,942.71

Our two 15-second and one 30-second video cuts were seen many times across Nebraska on YouTube, with over 2,600 clicks, over 3.6 million impressions, and nearly 800,000 engagements. Although our cost per click is higher here, clicks weren't the main focus of this campaign, as Awareness ads prioritize impressions.

FACEBOOK | AWARENESS

	March 31 - April 21, 2025
Ad recall lift	35,100
Reach	1,080,475
Impressions	4,318,686
Cost per ad recall lift	\$0.50
Spend	\$17,460.03

Given awareness is the main objective of this PSA campaign, we also ran Awareness-focused campaigns on Meta (Facebook and Instagram). The dark ads alone were able to generate 35,100 ad recall lifters (those likely to remember our ads) at a pretty low \$0.50 cost per ad recall lift relative to the high ad spend and fairly short runtime. Overall, these ads reached over 1,000,000 users across Nebraska which translated to over 4.3 million impressions.

FACEBOOK | ENGAGEMENT

	March 31 - April 21, 2025
Engagements	562,851
Reach	549,531
Impressions	2,700,823
Cost per engagement	\$0.02
Spend	\$9,998.22

To generate some direct engagement and amp up awareness opportunities in Nebraska, we also ran each of our dark ads as Engagement Boosts. They generated a tremendous amount of direct engagement at a super low \$0.02 cost per engagement. We reached nearly 550,000 users which brought in over 2.7 million impressions, ultimately resulting in 562,851 engagements.

SPOTIFY | AWARENESS

	March 31 - April 21, 2025
Clicks	402
Reach	272,699
Impressions	802,965
Ad completion rate	91.63%
Spend	\$10,000.00

The main goal of the Spotify campaign was to ensure as many Nebraskans heard our radio spot as possible. So although clicks are pretty low, the real goal here was to generate a lot of reach and impressions. Our spot did just that, reaching over 270,000 listeners who collectively heard it over 800,000 times.

DISNEY+ ENTERTAINMENT | AWARENESS

	March 31 - April 21, 2025
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Reach	177,182
Impressions	645,358
Frequency	3.60
Spend	\$19,877.02

Finally, like our Spotify ads, the main goal for our Disney+ campaigns (which includes Hulu and any other Disney streaming affiliates) was to ensure our two 15-second and one 30-second video spots were seen as many times as possible. That being said, our ads reached over 270,000 accounts and was seen 645,358 times across Nebraska over the course of the campaign. The advertisements were viewed the most on television screens, with 77.53% of views coming from big screens.

Overall, this was a successful PSA awareness campaign for Distracted Driving Week, and we're confident that these results show we were able to reach and impact a massive amount of Nebraskans in a fairly short period of time.

- HSO contracted with **The Ticket** for distracted driving messages postgame/pregame on 9/13 and 9/14. \$400.00
 - The Ticket 93.7 4 : 30 second spots
- HSO contracted with **After Hour Sports** for distracted driving messages during broadcast on 1620 the Zone. \$865.38
 - The Zone 1620 20 : 30 second spots
 - The Zone 1620 Mention in each branded element and end of game
- HSO contracted with Omaha World Herald for distracted driving messaging for April 2025.
 - Targeted Display 52,632 impressions per month \$1,000/month
 - Mobile Location Targeting 66,656 impressions per month \$1,000/month
 - YouTube 26,000 YouTube views per month \$2,600/month
 - Connected TV 18,182 impressions per month \$1,000/month
 - Streaming Audio 33,333 impressions per month \$1,000/month
 - Sponsored content \$6,600/month.

https://www.brandavelab.com/brandavestudios/stay-safer-on-the-road-by-removing-driving-distractions/article_427e7412-f923-11ef-adde-4b73d406f62b.html

Omaha World-Herald

Paid Partnership · April 7, 2025 ·

Statistics show that only 2.5% of people can multitask successfully. Chances are, you're not one of them. Learn more about the dangers of distracted driving.



omaha.com

Stay safer on the road by removing driving distractions

Distracted Driving Enforcement (405e-25-02)

Source 405e: \$122,005.13

The objective of this project is to provide 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.

Strategies

1. The HSO will enter into mini-grant contracts with law enforcement agencies to provide funding assistance for salaries for the selective traffic overtime enforcement activity. Approximately 40 mini-grant contracts will be entered into with law enforcement agencies. The following requirements will apply to the mini-grant contracts:
 - * Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.
 - * Every selective overtime enforcement activity must have an objective to reduce fatal and serious injury crashes as outlined by the baseline information. The objective states exactly how much injury reduction will be achieved in a specific period. The contributing factors must also be addressed (i.e., alcohol, speed, etc.).
 - * The selective overtime enforcement activity must coincide with the problems outlined in the baseline data and respond to the stated objective. The specific locations, time of day, day of week, number of officers and traffic problem (i.e., alcohol, speed, etc.) must be included.
 - * Regular traffic enforcement activities by the local agency must remain at the current level. The selective traffic overtime mini-grant contract must be in addition to the normal traffic enforcement activities.

- * The publicity surrounding the selective overtime enforcement provides a deterrent effect. A pre- and post- news release must be issued.
- * An activity report and project summary must be submitted with the reimbursement request.
- * A copy of the agency's seat belt and drug free workplace policy must be on file with the HSO.

Completion Date: September 30, 2025

2. Solicit participation from law enforcement agencies in the twenty-four priority counties. Completion Date: September 30, 2025

<u>Mini-Grant #</u>	<u>Agency</u>	<u>Activity</u>	<u>OT Hours</u>	<u>Citations</u>	<u>Reimbursed</u>
405e-25-02-01	Colfax County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	62	164	\$ 2,509.80
405e-25-02-02	Columbus Police Department	Put the Phone Away or Pay April 7 - 14. 2025	57	27	\$ 3,390.73
405e-25-02-03	Dakota County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	213	41	\$ 10,614.61
405e-25-02-05	Dixon County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	40	28	\$ 1,952.03
405e-25-02-06	Douglas County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	71	98	\$ 4,970.03
405e-25-02-07	Fremont Police Department	Put the Phone Away or Pay April 7 - 14. 2025	90	49	\$ 5,691.80
405e-25-02-08	Gage County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	9	0	\$ 459.00
405e-25-02-09	Hall County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	93	46	\$ 5,336.33
405e-25-02-10	Holdrege Police Department	Put the Phone Away or Pay April 7 - 14. 2025	11	2	\$ 633.45
405e-25-02-11	La Vista Police Department	Put the Phone Away or Pay April 7 - 14. 2025	35	43	\$ 2,428.33
405e-25-02-12	Lancaster County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	105	65	\$ 6,941.36
405e-25-02-13	Nebraska City Police Department	Put the Phone Away or Pay April 7 - 14. 2025	57	15	\$ 3,421.15
405e-25-02-14	Nebraska State Patrol	Put the Phone Away or Pay April 7 - 14. 2025	299	396	\$ 25,000.00
405e-25-02-15	Otoe County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	20	22	\$ 1,085.77
405e-25-02-16	Papillion Police Department	Put the Phone Away or Pay April 7 - 14. 2025	100	114	\$ 7,203.08
405e-25-02-17	Pawnee County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	32	2	\$ 1,266.74
405e-25-02-18	Platte County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	42	34	\$ 2,985.97
405e-25-02-19	Ralston Police Department	Put the Phone Away or Pay April 7 - 14. 2025	22	34	\$ 1,235.82
405e-25-02-20	Saunders County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	24	113	\$ 1,274.60
405e-25-02-21	Sherman County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	80	80	\$ 3,050.90
405e-25-02-23	Valley County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	30	31	\$ 1,380.00
405e-25-02-24	Washington County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	70	56	\$ 4,342.30
405e-25-02-25	Buffalo County Sheriff's Office	Put the Phone Away or Pay April 7 - 14. 2025	26	9	\$ 1,303.79
405e-25-02-26	Nebraska State Patrol	HDQ Distracted Driving Enforcement Jul- Sept.	234	214	\$ 23,527.54
			1822	1683	\$ 122,005.13

Results:

The HSO awarded 26 mini-grants to 25 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 2025, U Drive, U Text, U Pay mobilization. Activities were successfully carried out, resulting in 1,822 total overtime working hours and 2,136 citations. Including 87 seatbelt violations, 870 speeding citations, 33 DUI's, and 10 use of handheld wireless communication device citations.

Motorcycle Public Information and Education (405f-25-01)

Source 405f: \$21,000

To provide the public and citizens in the priority counties information regarding motorcycle safety issues to reduce motorcyclist fatalities.

To educate and motivate law enforcement about the importance of strict enforcement of unhelmeted motorcyclists who have not taken the motorcycle training course to obtain a helmet waiver.

Strategies:

To support public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the “share-the-road” safety messages both as an agency and/or through mini grants to other agencies or organizations.

Completion date: September 30, 2025

To provide public awareness or mini grants to promote motorcycle driver education, training and road safety.

Completion date: September 30, 2025

Activities:

AlloVer Media, truckside advertising

Motorcycle Training Assistance (405f-25-02)

Source 405f: \$27,045.08

- To improve a basic and /or experienced motorcycle rider training program to teach basic skills to novice riders and to refresh riding skills of former motorcycle riders and to provide a mechanism for law enforcement agencies to obtain motorcycle training for their officers.
- To educate and motivate law enforcement about the importance of strict enforcement of unhelmeted motorcyclist.

Strategies:

- 1 To provide funding for mini-grants contracts to local agency/organizations specific to motorcycle safety training curricula.
 - The Department of Motor Vehicles (DMV) was awarded a mini-grant to provide motorcycle training in fiscal year 2025 (\$29,727.00) . 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.
- 2 To educate and motivate law enforcement about the importance of strict enforcement of unhelmeted motorcyclists.
 - Jeff Ferguson conducted a motorcycle Instructor Update in winter on 12/04/2024.
 - January 2025, Nebraska Department of Motor Vehicles renewed SMSA membership (1,200)
 - March 8, 2025, new trainer Matthew Hamilton attended the QAV course to learn how to conduct QAV visits.
 - March 18, 2025, Dave Halen and Matthew Hamilton conducted spring motorcycle instructor update training.
 - Matthew Hamilton and Jeff Ferguson conducted a RiderCoach Preparation Course on three consecutive weekends (Friday-Sunday) over March 8, 2025, and April 13, 2025.
 - May 8, 2025 new trainer Matthew Hamilton attended the MSF 3-wheel motorcycle course

in anticipation of current 3-wheel expert Dave Halen's retirement.

- 3 To implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors.

In the 2025 fiscal year eight (8) DMV Quality Assurance Visit's (QAVs) were completed at the following locations and the Motorcycle Safety Foundation website has been updated.

Site Location

- Abby's 3-2-1 Motorcycle Training LLC
- Dillon Brothers Harley Davidson
- Mid-Plains Community College
- Nebraska Motorcycle Training/Sarpy County/Bellevue NE
- Nebraska Safety Center UNK Kearney
- Nebraska Safety Council Lincoln
- Southeast Community College Lincoln
- Southeast Community College Milford canceled due to construction

Mentoring & Standardization visits were conducted at the following motorcycle rider schools:

Site Location

- Abby's 3-2-1 Motorcycle Training LLC
- Dillon Brothers Harley Davidson
- Frontier Harley Davidson
- Mid-Plains Community College
- Nebraska Motorcycle Training/Sarpy County/Bellevue NE
- Nebraska Safety Center UNK Kearney
- Northeast Community College
- Southeast Community College Lincoln

Preventing Roadside Deaths (405h-25-01)

Source 405h: \$0.00

Objectives

The objective of this project is to provide funding assistance through the "Mini Grant Contract Application and Award" process to law enforcement, DOT, Fire, and EMS for deploying digital alerting technology software. Equipping vehicles with the ability to send digital alerts to approaching vehicles providing advanced notice to reduce roadside pedestrian deaths and injuries.

Strategies

1. The HSO will enter into mini grant contracts with law enforcement, DOT, Fire, and EMS to provide funding assistance for digital alerting technology software and equipment. The following requirements will apply to the mini grant contracts.
2. To purchase and deploy digital alert technology that-
 - a. Is capable of receiving alerts regarding nearby first responders; and
 - b. In the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and in route

- * Baseline information on fatal, A and B injury crash data must be submitted to substantiate that a problem exists.

- * Programmatic monitoring will be captured in monthly reports demonstrating performance indicators including total number of drivers that were alerted and incidents responded to

Completion Date: September 30, 2025

3. Solicit participation from law enforcement agencies in the twenty-four priority counties. Completion Date: September 30, 2025

The project was not funded due to staffing issues.

Improving Data Collection Methods and Reporting (1906-25-01)

Source 1906: \$591,703.23

- The objective is to increase the number of citations submitted electronically from the current 93.45% to 96% by December 31, 2025, to allow tracking of racial profiling information.
- Increase law enforcement community collaboration and engagement activities to help identify and reduce disparities in traffic stops.

Strategies and Activities:

1. To provide overall general support 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).
 - Completion date: September 30, 2025
2. To continue to develop a statewide reporting system to record traffic stop information and allow for evaluation of the data for traffic records system support.
 - Completion date: December 31, 2025
3. Request a report from Crime Commission with details of the agencies not submitting or submitting paper versions of citations. Outreach to the agencies not submitting or submitting paper versions of citations to discuss electronic submission of citations.
 - Completion date: September 30, 2025
4. To provide a mechanism for local entities to apply for mini grants to upgrade and improve their traffic records system capabilities.
 - Completion date: September 30, 2025

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 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- In FY25, 412,642 citations were submitted to the Crime Commission, 98.04% (414,557) of those citations were submitted electronically. An average of 172 Law enforcement agencies submitted citations electronically.

Award Activity

Contract Awards:

- Number of agencies awarded equipment: 39
- Total number of equipment pieces awarded: 197

FY2025 e-Crash / e-Citations Equipment				
Contract Number	Date of Award	Amount	Equipment Count	Agency Recipient
1906-25-01-01	10/1/2024	\$ 14,313.30	4	Cherry CSO
1906-25-01-02	10/1/2024	\$ 15,820.02	4	Beatrice PD
1906-25-01-03	10/7/2024	\$ 25,645.74	8	Broken Bow PD
1906-25-01-04	10/16/2024	\$ 17,156.06	5	David City PD
1906-25-01-05	10/16/2024	\$ 2,228.29	1	Imperial PD
1906-25-01-06	10/24/2024	\$ 3,028.20	1	Milford PD
1906-25-01-07	10/28/2024	\$ 27,344.55	10	Dawson CSO
1906-25-01-08	10/28/2024	\$ 15,270.50	4	Richardson CSO
1906-25-01-09	11/5/2024	\$ 30,000.00	14	York CSO
1906-25-01-10	11/7/2024	\$ 11,947.95	7	Phelps CSO
1906-25-01-11	11/14/2024	\$ 17,536.32	4	Superior PD
1906-25-01-12	11/21/2024	\$ 14,996.39	5	So. Sioux City PD
1906-25-01-13	11/21/2024	\$ 11,616.70	4	Cozad PD
1906-25-01-15	11/27/2024	\$ 4,893.56	5	Franklin CSO
1906-25-01-16	11/27/2024	\$ 30,000.00	14	Blair PD
1906-25-01-17	11/27/2024	\$ 7,889.18	4	Valley CSO
1906-25-01-14	12/4/2024	\$ 19,733.34	8	Scottsbluff PD
1906-25-01-18	12/4/2024	\$ 10,591.32	3	Platte CSO
1906-25-01-19	12/5/2024	\$ 15,480.67	6	Bellevue PD
1906-25-01-20	12/11/2024	\$ 7,295.60	2	Wahoo PD
1906-25-01-21	12/11/2024	\$ 14,388.72	4	Holdrege PD
1906-25-01-22	12/13/2024	\$ 29,605.50	9	Dixon CSO
1906-25-01-23	12/13/2024	\$ 29,670.00	7	O'Neill PD
1906-25-01-24	12/13/2024	\$ 3,456.00	1	Nebraska City PD
1906-25-01-25	12/17/2024	\$ 15,819.00	3	Douglas CSO
1906-25-01-26	12/19/2024	\$ 17,156.14	5	Seward CSO
1906-25-01-27	12/20/2024	\$ 30,000.00	8	Dakota CSO
1906-25-01-28	12/30/2024	\$ 15,099.00	4	Nemaha CSO
1906-25-01-29	1/8/2025	\$ 3,487.77	3	Nebraska City PD
1906-25-01-30	1/8/2025	\$ 9,426.00	2	Garden CSO
1906-25-01-31	1/15/2025	\$ 7,337.18	3	Schuyler PD
1906-25-01-32	1/23/2025	\$ 11,876.76	4	Webster CSO
1906-25-01-33	1/28/2025	\$ 10,195.65	3	Neligh PD
1906-25-01-34	2/14/2025	\$ 14,506.13	4	Ralston PD
1906-25-01-37	3/21/2025	\$ 8,919.54	6	Central City PD

1906-25-01-38	3/21/2025	\$ 4,078.30	1	Valley CSO
1906-25-01-35	4/9/2025	\$ 11,861.93	2	Hooper PD
1906-25-01-36	4/15/2025	\$ 16,062.91	4	West Point PD
1906-25-01-39	4/17/2025	\$ 4,463.25	1	Nebraska City PD
1906-25-01-40	4/24/2025	\$ 4,376.68	2	McCook PD
1906-25-01-41	5/14/2025	\$ 20,612.70	5	La Vista PD
1906-25-01-42	6/24/2025	\$ 9,857.17	3	Mitchell PD

Review and Analysis of Collected Data (1906-25-02)

Source 1906: \$62,726.77

To improve the quality of future impact

projects, Nebraska must continue to advance the state's Traffic Records System.

Targets

- The target of this system support grant is to improve the reporting of all traffic stop information and to develop a statewide reporting system to record traffic stop information and allow for evaluation of the data.
- To decrease the increasing trend for traffic fatalities by maintaining a constant trend of less than 235 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.

Objective(s):

- Collect, maintain, and provide public access to traffic stop data.
- Evaluate the results of such data.
- Identify and reduce disparities in traffic stops.

Strategies and Activities:

1. To provide a mechanism for research agencies to apply for funding to conduct data analysis and generate results for evidenced-based decision making.
 - Completion date: September 30, 2025
2. To perform ongoing monitoring and oversight of research activities to ensure timely delivery of results and adherence to project requirements.
 - Completion date: September 30, 2025
3. To disseminate research findings through various channels, including reports, publications, workshops, and stakeholder engagements, to inform policy and practice in disparities in traffic stops.
 - Completion date: September 30, 2025

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 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.

Project No. 1906-25-02

Title: 1906 Racial Profiling Review and Analysis of Collected Data

Agency: University of Nebraska-Lincoln

Project Director: Alian Kasabian

Activity Report for October 2024-September 2025

Tasks & Deliverables	Activities
Administrative time	- Met with Ken Barone from CTRP3 to hear more about their work, discuss overlap with our project, and options for potential collaboration. - Met with Dave Van Dyke from Omaha PD to discuss data needs and request. - Met with team from Nebraska Center for Justice Research (UNO) to discuss currently available data and possible directions for analysis and outreach
Data search and requests	HSO reached out to NCC about getting traffic stop search data (based on Nebraska Revised Statute 20-504 that requires information on searches to be reported).
Data cleaning	- Cleaned Omaha PD data - Preparing NCC dataset so that structure of variables will be as similar to OPD dataset for merging of datasets. - Reviewed twilight times for Veil of Darkness analysis. Cleaned and structured times from 2019-2023 for analysis, including - Calculation of intertwilight windows - Look up of county seat for each city of stop
Data analysis	- Reviewed analysis methods in CTRP3 's annual report technical appendix. - Completed descriptive and Veil of Darkness analyses. - Completing benchmark analyses. - Continuing work on data quality assessments to assess quality of traffic stop data obtained from law enforcement.
Reporting	Continuing to prepare state report for submission by end of September.

Implementing the Connecticut Model for Researching and Addressing Disparities in Traffic Stops in Nebraska: Phase I (1906-25-03)
Source 1906: \$549,757.98

- Standardize data collection on traffic stops statewide.** Despite initial efforts, the research team was unable to fully implement this target. Efforts to secure complete and updated traffic stop data did not progress as planned, despite multiple meetings, follow-ups, and discussions with the Nebraska Commission on Law Enforcement and Criminal Justice (NCC). The unavailability of these data fields has shaped the final report, narrowing the scope of analyses and shifting focus toward improving data collection and reporting policies and practices.
- Review existing data to assess racial disparities.** Using the available data, we produced a descriptive summary and preliminary results from agencies with sufficiently complete data. This was supplemented by a systematic review of data quality, completeness, and consistency. Due to limited access to additional data, we focused on the most reliable findings while identifying gaps and areas for improvement. This approach ensures that future phases of the project build on updated, reliable data for analysis and informed decision-making.
- Estimate disparities while controlling for contextual factors.** Our analysis drew from two datasets: (1) 634,351 traffic stops from 157 agencies in the eCitation dataset provided by the NCC and (2) 150,254 stops from a dataset provided by the Omaha Police Department (OPD), both covering data from 2019 to 2023. Using these data, we produced descriptive summaries

and employed two methods to assess potential racial disparities: the Veil-of-Darkness (VOD) method and analysis of post-stop outcomes.

- **Identify underlying factors influencing traffic stop outcomes (e.g., bias, policing practices).** Based on our review of over 90 empirical studies on traffic enforcement, consistent patterns emerge showing that Black and Hispanic drivers are stopped, searched, and cited at higher rates than White drivers, with disparities extending to warnings, arrests, and contraband recovery. These disparities reflect a combination of individual, organizational, and contextual factors, including officer discretion, performance metrics, policing strategies, and neighborhood-level practices. To complement this review, we subcontracted RTI International to produce a report examining state and agency traffic stop policies. The report identified evidence-based practices, evaluated their presence in Nebraska agencies, and provided recommendations to promote fair and equitable traffic enforcement (see the report prepared by Johnson et al. (2025), *Promoting Fairness in Traffic Stops: A Comprehensive Review and Recommendations for Nebraska Law Enforcement Agencies*).
- **Enhance transparency and collaboration through comprehensive, accessible data.** We have developed a series of recommendations to improve data quality and consistency across the state. These include strengthening standardized data collection and quality checks, ensuring complete location and post-stop outcome fields, and creating uniform categories for search decisions and results. Regular audits and cross-validation, along with citations, body-worn camera footage, and dispatch logs, are also recommended to enhance data integrity and transparency. Together, these improvements will support more robust analyses, facilitate data sharing, and build a stronger foundation for evidence-based decision-making and public accountability.
- **Establish an advisory board with diverse stakeholders to guide the project and facilitate agency access.** An advisory board was established, comprising members from diverse professional backgrounds and regions across the state, including law enforcement, policymaking, academia, advocacy, and community leadership. In addition to our team at UNO, 17 individuals were invited to serve on the board, and 13 accepted.
- **Assess and validate data quality, identifying participating agencies, data gaps, limitations, and potential biases, and develop strategies to address them.** In addition to our preliminary analyses, we conducted a data audit to assess data quality, completeness, and limitations, and to identify potential sources of measurement error arising from them. With data provided by the NCC, the audit revealed that while key demographic fields (e.g., driver race, age, sex) were largely complete, over half of all records lacked valid city identifiers and about one-quarter contained incomplete address information. Additionally, 43 law enforcement agencies did not report any eCitation data to NCC. These findings highlight both the value and the limitations of existing datasets—showing that while they provide a strong foundation for analysis, substantial gaps remain, leading to inconclusive results. Addressing these inconsistencies through improved data collection and reporting practices will be essential for achieving more accurate statewide analyses.

Strategies and Activities:

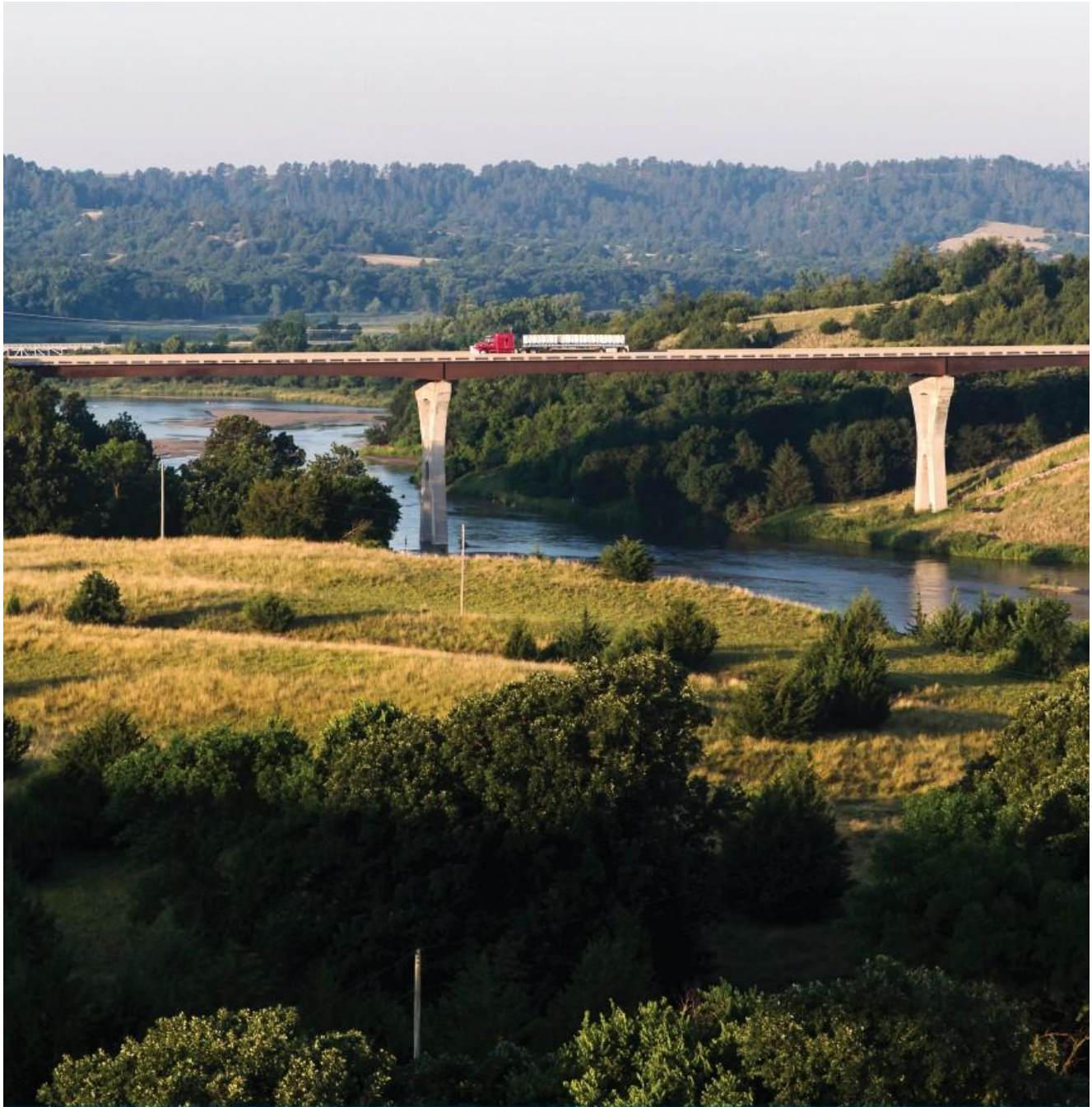
- **Launch advisory board with a kickoff event to address challenges, establish infrastructure, policies, and integrate board input into the project.** A kickoff meeting was held at UNO on 9/29/2025. Thirty people attended.
- **Leverage advisory board relationships to gain access to data from non-participating or**

underreporting agencies. Remains ongoing.

- **Implement data collection and analysis framework, including a codebook and analytical strategy to identify disparities.** Data collection framework remains ongoing, but we have completed the analysis framework and have an R script that can be easily adapted going forward.
- **Construct a baseline for comparison by triangulating police stop data with external sources (e.g., Census, ACS, NCHS).** We ultimately decided against benchmarking with census/ACS data, as experts agree it rarely provides meaningful insight regarding disparities in traffic enforcement patterns.
- **Conduct robust empirical analyses (e.g., Veil of Darkness) to identify jurisdictions needing training and support to reduce disparities.** Completed; full results available in our accompanying report.

Results:

- In 2024 the total traffic fatalities increased by 11 percent from 227 (2023 result) to 252.
- Across 157 agencies statewide, VOD results stemming from the eCitation data showed that Black drivers were 8.30% more likely to be stopped in daylight than in darkness, indicating potential racial disparities, though no single agency appeared to be disproportionately contributing to this disparity.
- OPD's data indicated that Black drivers were 14.50% less likely to be stopped in daylight than in darkness. The accompanying report offers several explanations, but the data do not support definitive conclusions.
- Post-stop outcomes also varied by driver race, with differences in warnings, citations, summonses, and arrests observed in both statewide and Omaha-specific data. These findings highlight potential racial differences at the agency and state levels.



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