



Nebraska

Annual Grant Application

Federal Fiscal Year 2026
October 1, 2025 to September 30, 2026

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Governor
State of Nebraska

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Director
Department of Transportation
Governor's Highway Safety Representative

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Nebraska Department of Transportation

NEBRASKA
Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

The “Infrastructure Investment and Jobs Act” (known also as the Bipartisan Infrastructure Law, or BIL), amended the highway safety grant program (Section 402) and the National Priority Safety Program grants (Section 405).

The legislation significantly changed the application structure of the grant programs by replacing the annual Highway Safety Plan (HSP), which served as both a planning and application document, with a triennial (3-year) HSP and annual grant application.

This FFY2026 annual grant application demonstrates alignment with Nebraska’s 2024-2026 triennial HSP and provides project level information on all projects the State will implement during the fiscal year to achieve its highway safety performance targets and includes the application for grants under Section 405.

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1. Introduction

The Nebraska Highway Safety Office is pleased to present this Federal Fiscal Year 2026 Annual Grant Application (AGA) for highway safety assistance from the National Highway Traffic Safety Administration (NHTSA) available under Section 402 and the following Section 405 Incentive Grants:

405(b) Occupant Protection	Yes - Low Use Rate
405(c) State Data Systems Improvement	Yes
405(d) Impaired Driving	Yes - Mid-Range
405(d) Ignition Interlock	No
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	Yes - Awareness
405(f) Motorcyclist Safety	Yes
405(g) Nonmotorized	No
405(h) Preventing Roadside Deaths	Yes
405(i) Driver and Officer Safety	No
1906 Racial Profiling Data Collection	Yes

2. Nebraska Priority Counties

The HSO is continuing its approach to identify and focus on implementing programs in Priority Counties that experience the greatest traffic safety risks. These counties represent 83 percent of the State's population. The data and sources presented below may be used as single sources of information or utilized in combination with other traditional traffic record data for further problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2026 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing (preliminary) reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2026									
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	100	41.23	0.41	4.12	13.19	36.69	83.67%	30,899
BUFFALO	Three	196	27.89	0.43	2.42	10.53	25.04	85.91%	50,697
CASS	One	89	18.04	0.81	2.64	4.46	14.60	81.55%	27,446
COLFAX	One	28	21.54	0.77	2.31	10.00	18.46	78.26%	10,566
CUMING	One	30	21.81	0.73	4.36	10.18	16.72	60.71%	8,918
CUSTER	Three	44	24.97	0.57	3.97	6.24	20.43	73.17%	10,581
DAKOTA	Three	45	22.18	1.97	1.48	5.42	18.73	91.67%	21,268
DAWSON	Three	63	12.64	0.20	1.40	4.01	11.04	83.08%	24,085
DODGE	One	124	29.59	0.24	3.82	7.87	25.53	81.75%	37,187
DOUGLAS	Two	1,995	40.87	1.02	1.64	13.44	38.21	88.46%	589,540
GAGE	Three	36	15.06	1.67	1.26	5.02	12.13	83.72%	21,634
HALL	Three	203	28.07	1.24	2.90	7.05	23.92	86.19%	62,197
HAMILTON	Three	47	13.95	0.30	3.27	2.37	10.39	86.54%	9,537
LANCASTER	One	1,227	45.46	0.82	2.78	16.08	41.87	89.49%	326,716
LINCOLN	Three	146	22.29	0.61	2.60	9.01	19.09	79.33%	33,365
MADISON	One	88	28.03	0.96	3.50	9.24	23.57	71.43%	383
OTOE	One	49	18.48	0.00	1.13	5.66	17.35	78.05%	16,335
PLATTE	One	99	29.91	1.51	2.12	8.76	26.29	83.65%	34,609
SALINE	Three	38	31.11	1.64	4.09	9.01	25.38	82.98%	14,555
SARPY	One/Two	391	24.53	0.63	1.38	7.97	22.52	92.63%	199,886
SAUNDERS	One	40	14.77	1.11	2.21	3.69	11.44	84.44%	23,463
SCOTTS BLUFF	Three	154	51.79	2.35	5.72	18.50	43.72	65.43%	35,699
SEWARD	One	65	15.31	0.00	0.71	3.06	14.61	91.76%	17,671
WASHINGTON	One	52	25.50	0.00	1.96	9.32	23.54	86.67%	21,152
YORK	Three	73	18.59	0.51	2.04	4.33	16.04	76.47%	14,356
25 County Population									1,642,745
Statewide Totals		6,096	27.93	0.75	2.09	5.49	25.09	84.17%	1,978,379
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									83% of Population
Data taken from 2024 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 2024 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2024 Preliminary State Crash Data, Fatal, A and B Injuries Crashes.									
**U.S. Census Bureau Population estimate as of July 1, 2024.							Revised	4/2/2026	
**Population information is used to document the percentage of State's population represented. Nebraska 2024 data is the most current data for the FY2026 Update to 24-26 Three HSP Plan & provided by: NDOT Highway Safety Office, Lincoln NE									

3. Updates to Nebraska's Triennial Highway Safety Plan

Nebraska's 2024 - 2026 Triennial Highway Safety Plan (THSP) was submitted to the National Highway Traffic Safety Administration (NHTSA) on June 30, 2023. Due to availability of more current crash data, the State of Nebraska has made updates to the data and analysis used for this FY2026 AGA. This includes:

- Nebraska Priority Counties for FY2026 with the CY2023 crash data was based on the number and crash rate of the FAB (fatal, A, and B) crashes.
- Adjustments noted in program areas based on performance progress. While the majority of 2024 State crash data and certain details of the 2021, 2022 & 2023 crash data were not yet available at the time of the FFY 2024 Annual Report, progress can be measured by comparing actual 2016-2020 moving average crash data with the 2023 final detailed numbers. The following areas showed increases measured in five year rolling averages):
 - Unrestrained Passenger Vehicle Occupant Fatalities increased 11.2 percent. Further 2023 nighttime unrestrained fatalities increased 28.6 percent.
 - Speeding-Related Fatalities increased 18.4 percent
 - Unhelmeted Motorcyclist Fatalities increased by 81.8 percent (from 2 to 4)
 - Bicyclist Fatalities increased by 30.9 percent (from 1 to 6)
 - Speed-Related Fatal, A and B Crashes increased by 105.4 percent
 - Youth-involved fatal, A, and B crashes increased 40.4 percent

Additionally, all fatal, A, and B crashes increased by 20.7 percent. Fatal, A, and B crashes caused by all other factors increased by 26 percent.

- No changes to the Performance Plan in the 2024 - 2026 Triennial Highway Safety Plan and no amendments to any common performance targets developed under § 1300.11(b)(3)(ii)(C).
- Updates to Public Participation and Engagement (PP&E) include:
 - Continued engagement with the students and others involved with teen driver safety in order to identify the motivations and needs of this community. Teens comprise only 5.2 percent of drivers but account for 14 percent of all crashes. A State data analysis showed that the top five counties for teen fatalities include Lancaster, Cass, Douglas, Sarpy and Adams. In the past year, the HSO conducted outreach sessions in several of these areas: at Malcom High School in Lancaster County, at Omaha Cornhusker Driving School in Douglas County, at Crete High School in Saline County.
 - Continued engagement with rural communities. Nebraska rural residents comprise 27 percent of the population (according to National Census Bureau 2020 data) but represent 28 percent of crashes and 65% of fatalities. Further, 24 percent of Nebraska drivers and front seat passengers are not buckled according to the annual Nebraska observational seat belt

survey. The HSO conducted events in rural Hamilton and Otoe Counties. We joined community meetings with the Hamilton County Planning Committee and Nebraska City Police Department to gather insight on how to address unbelted rural and teen drivers.

- Future engagement will target the five priority counties (see page 4) that have identified teen drivers as an overrepresented group in the crash data. The HSO has continually adjusted our messaging, following suggestions gathered from teen and community audiences. For instance, a welcomed strategy in seat belt campaigns has been to utilize real stories from teen drivers on why to wear a seatbelt and to greater utilize social and digital media. Because schools offer the best attendance of teen drivers in an accessible location that can overcome any language or communication barriers, we are expanding in-school educational programs with real-life victim and survivor stories encouraging safe driving.
- As part of our goal to engage with the rural communities, the HSO has prioritized meeting with county and local community leaders concerning the State's low seat belt use rates in the top five Priority Counties data (found on page 7) with over-represented unbelted rural drivers. The HSO is exploring projects to reinforce safe behavior rather than cracking down on risky behavior.
- To enhance future public engagement efforts, the HSO is continuing its partnership with a local University research group to provide a detailed analysis of the State's citation data. The outcome of this analysis will provide the State with a comprehensive overview of the disparities across the State in all traffic record areas. By doing so, future enhancements to the State's public engagement efforts can be undertaken with proven data methodologies. It is also hoped that the data analysis of the citation data will assist in identifying law enforcement and other community leaders that can be brought together in order to find resolution to the identified traffic safety problem.
- Based on performance progress and PP&E input, countermeasure strategies and the corresponding justifications are reflected in each of the program areas in the AGA.
- **Communications (Media)** – The HSO will continue to invest in the communications countermeasures planned for in Nebraska's Performance-Based Triennial Highway Safety Plan (THSP), utilizing this year to monitor for effectiveness. Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audiences, including specifically teen drivers and unbelted drivers in rural areas. Teen drivers will continue to receive customized communications messages. The HSO will also continue to invest in social media outreach.
- **Impaired Driving** - The countermeasures will remain the same as planned. Based upon the proven success, the HSO will continue with them. An LEL has recently added LEL to increase enforcement and effectiveness of the enforcement community. Additionally we are working with the Impaired Driving Task Force to implement the most effective measures for Nebraska including alcohol screening and assessments.
- **Teen Driving** - The countermeasure will remain the same as planned for in the THSP. But, to address rising youth-involved fatal crashes, we will continue the expansion of Project Night Life in the Omaha area and support more local high school educational outreach

events. Based upon the proven success of GDL programs, the HSO continues to work with advocates and legislative groups to improve the current laws and enforcement.

- **Occupant Protection** – To address increased fatalities involving unbelted occupants, the SHSO will continue to invest in the countermeasures planned for in the THSP. The LEL has been working with law enforcement agencies in the Priority Counties to participate in the enforcement events as well as improve the number of seat belt citations. Finally, we will be seeking to establish projects with local safety groups to present more on seat belt education to affected groups.
- **Distracted Driving** - The countermeasures will remain the same as planned for in the THSP. Based upon the proven success of current GDL laws, Nebraska will continue to work to strengthen its GDL laws to reflect national best practices. The HSO's planned enhancements of teen driver outreach will include education on distracted and other dangerous driving. .
- **Police Traffic Services** - The countermeasure will remain the same as planned for in the THSP. Based upon the proven success of the high visibility enforcement and NHTSA requirements, the HSO will continue this program in support of many of the other program areas. Nebraska's LEL is charged with increasing the number of agencies participating in enforcement efforts as well as assessing the effectiveness of enforcement activity.
- **1906 Racial Profiling Data Collection** - Nebraska will continue to collect and analyze the racial data in traffic stops. We have contracted to perform a detailed analysis of the existing data to provide better information about what training or additional education may be necessary. The HSO is also continuing to develop new programs within the project to have law enforcement engage with the local communities.
- **Speed Management** – To address the increase in speed-related crashes, the HSO will continue to invest in the countermeasures planned for in the THSP. Due to the positive impact of enforcement, Nebraska will continue to participate in National HVE campaigns as well as individual local enforcement campaigns where necessary. HSO programs will be focused in Priority Counties where speeding is more prevalent. Messaging about speed management is further integrated into community outreach events, such as those for young drivers throughout the State.
- **Motorcycle Program** - The HSO will continue to invest in the countermeasures planned for in the THSP. To address increasing crashes involving helmetless riders, Nebraska will continue to promote its motorcycle training program and maintain it as a minimum requirement for riders who choose not to wear a helmet. The HSO will also refresh and increase our successful media campaign to promote motorcycle driver training, helmet use, and the need to obtain the required license.
- **Traffic Records** - The countermeasures will remain the same as planned for in the THSP. Based upon the proven success of the traffic records program to continue to provide more accurate, complete and timely data, Nebraska will continue ongoing projects to improve traffic records.

- **Bicyclist Safety** - Nebraska does not currently have a program area focused on bicyclist safety due to the relatively low number of fatal crashes. However, since fatal bicycle crashes have increased, the HSO plans to consult with the Nebraska Department of Transportation (NE DOT) Traffic Engineering Team on the implementation of the Program of Strategies in the Vulnerable Road User Safety Assessment (included with the 2022-2026 Nebraska Strategic Highway Safety Plan). Information on protecting vulnerable road users such as bicyclists and pedestrians will be incorporated in several public information and education initiatives implemented by the HSO.

NOTE: The injury crash data used to count A and B crashes is preliminary with ongoing improvements that may change whether performance targets have been reached when it becomes final.

4. Program Areas

4.1 Program Area: Communications (Media)

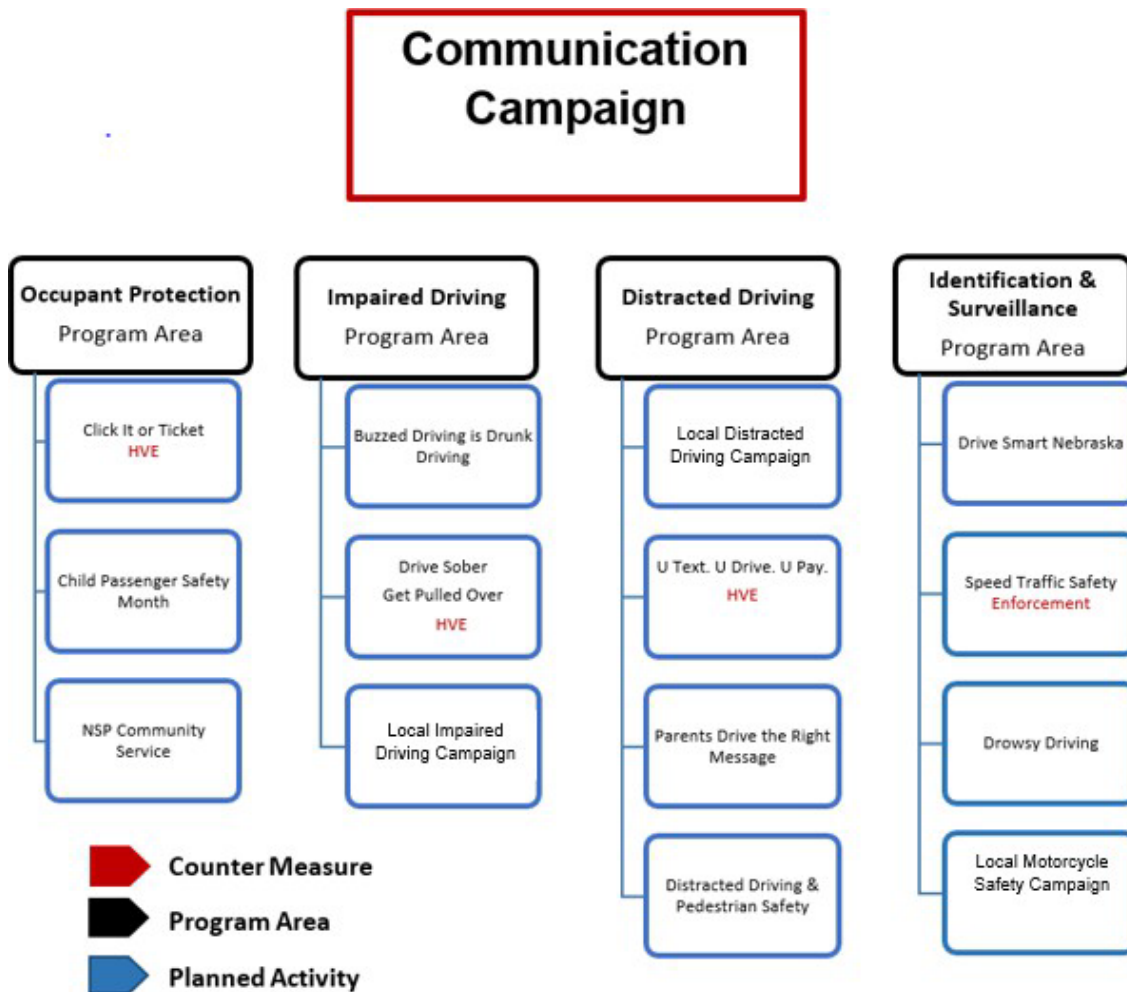
Paid Media

In FY2026, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified traffic safety priorities. The HSO identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34-year-old males: 1) television; 2) radio; 3) movie screens; 4) retail point-of-sale; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic; and 9) print.
- The HSO will use media methods for:
 1. Occupant Restraints (Current local campaign);
 2. Impaired Driving (Current local campaign);
 3. Underage Drinking (Power of Parents, MADD);
 4. Distracted Driving (Current local campaign);
 5. Motorcycle Safety (Current local campaign);
 6. Child Passenger Safety (The Right Seat and other current NHTSA campaigns) and
 7. Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national occupant protection and impaired driving High Visibility Enforcement Mobilizations such as Click It or Ticket (CIOT) and Drive Sober or Get Pulled Over (DSOGPO). These High Visibility Enforcements are held throughout the year beginning with the Thanksgiving Holiday through the New Year, then the Spring Season and Fall Season after Independence Day. Other enforcement mobilizations such as Special Underage Drinking campaigns are conducted around the prom and graduation season.
- Media placement will include reaching the underserved teen/youth markets with social/digital messages for all dangerous driving habits. Point-of-sale and sports marketing are used to reach the unbuckled and more active drivers. Placement of radio, print and billboards will include the rural areas of the State as well as the more populated metro markets.

Countermeasures

- Mass media campaigns, communications, and outreach
 - Impaired driving – 2 stars, Countermeasures That Work 11 Edition (CTW) 1-58
 - Occupant protection – 4 stars, CTW 3-22
 - Speed and aggressive driving – 4 stars, CTW 4-31
 - Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones
- Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience, or we use the NHTSA campaign materials available from <https://www.trafficsafetymarketing.gov/>.



Public Information and Education Materials

In FY2026, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, 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. A materials catalogue and order form are available on the HSO website at:
<http://dot.nebraska.gov/safety/hso/education/>.

The HSO offers to create and print materials for our traffic safety program partners to assist us in our PI&E efforts. The availability of these materials will be discussed in all engagement meetings addressing specific needs to ensure the needs of all road users are addressed.

The HSO will continue to update and offer free to the general public an audio-visual lending library of materials on all of the previously mentioned safety issues. An audio-visual catalogue is available on the HSO website to assist in identifying specific safety information needs.

In addition, the HSO also has fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations. The HSO has purchased a Seat Belt Persuader (demonstration tool with seat belts to slowly rotate the rider 360 degrees to show the value of always wearing seat belts) that will be used at community engagement events across the State. This activity allows us to connect and get feedback from our overrepresented markets of teen and rural drivers to further our public participation engagements.

Earned Media

In FY2026, the HSO will continue to utilize the Nebraska Governor's Office, the Nebraska State Patrol (NSP), the Department of Health and Human Services (NE DHHS), the Department of Motor Vehicles (NE DMV), the NE DOT, local agencies/organizations and Drive Smart Nebraska (DSN) members to assist with kick-off news conferences for national and State traffic safety mobilizations and high-profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

The HSO (as part of the NE DOT) issues local news releases regarding grant-awarded 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, they are required to issue a news release reporting the results of that specific enforcement operation.

The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, the HSO is and will continue to be the primary traffic safety news story source for media from across the State. The HSO is recognized as the best source for related data, information,

and to be able to direct media representatives to other additional resources. The HSO will continue to pursue the best ways to collect, present, and deliver traffic safety related information to maintain its position as the best traffic safety news source.

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with NE DHHS, NE DOT, NSP and DSN to increase impressions, across the State, using social media to expand messaging through our stakeholders at the local level. The HSO continues to purchase increased social media marketing from multiple vendors within specific projects. The NE DOT included a 30-second radio ad on its YouTube mobile and Vimeo channels. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2026.

Sustain Statewide Enforcement Operations

In addition to the statewide CIOT (national in May and the State designated event in November). The HSO provides grant funding to State and local law enforcement agencies for targeted occupant restraint enforcement, with a majority being weekend operations. Priority is given to the FY2026 Priority Counties (see page 4) with the highest number of fatal and serious injury crashes, in addition to HVE activities carried out as part of national mobilizations.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The HSO provides the NSP with grant funding assistance in multiple projects that target high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSOs). The CSOs identify community special events, civic organizations, State and county fairs, public and private schools K-12, and athletic venues to utilize multiple seat belt persuader, rollover and impaired goggle demonstration units across the State. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

FY26 Paid Media Projects

Planned Activity: Youth Public Information & Education

Planned Activity Number: TSP-2026-19-00-00

Planned Activity Description:

This project provides HSO with funding for the development/creation/production/placement of educational messaging. This includes print, electronic messaging, and multimedia campaign messaging (using social media and paid media formats). Funding is provided to local agencies/organizations to use mini-grant agreements to support youth traffic safety engagement and education initiatives (i.e., GDL laws, Teens in the Driver's Seat, parent/teen driver agreements, SADD Chapters, MADD's Power of Parents and community outreach with high schools in priority counties, and sponsoring driver education scholarships), and to purchase

related educational equipment. The HSO will support the Teens in the Driver Seat Program through a mini-grant process, providing programs in 33 high schools and middle schools across the State.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$200,000.00	\$50,000.00	\$150,00.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Impaired Driving – 2 stars, CTW* – Young drivers • Graduated Driver Licensing (GDL) – 5 stars, CTW • Programs to Assist Parents/Guardians of Young Drivers – 2 stars, CTW • Hazard Perception Training – 2 stars, CTW 		
	Subrecipients/ Organization Type	DHHS – a State agency, Teens in the Driver Seat, SADD, Nebraska Safety Council, and other local non-profits		

* All CTW references pertain to NHTSA’s Countermeasures That Work 11th Edition, a digital reference for science-based traffic safety countermeasures to address highway safety problem areas.

Planned Activity: Traffic Safety Public Information & Education

Planned Activity Number: PM-2026-24-00-00

Planned Activity Description

This project provides HSO with funding for the development/creation/production/placement of educational messaging. This includes print and electronic messaging, multimedia campaigns (using social media and paid media formats), traffic safety education-related purchases and mini-grants to support the collaborative efforts of local agencies and organizations. Funds will assist in the reduction of unintentional traffic-related injuries and fatalities through increased education regarding driver education, traffic safety, pedestrian, bicycle, motorcycle, and railroad crossing safety.

As noted in our goals for the PP&E section of the THSP, Nebraska data indicates 7.8% of the State’s population is Hispanic, Asian, Arabic, or other races or ethnicities that are overrepresented in crashes. The State will engage with community non-profits and local health departments to reach this diverse audience to extend the reach of activities following NHTSA’s campaign calendar and resources offered on NHTSA’s Traffic Safety Marketing webpage and available from DSN.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$550,000.00	\$137,500.00	\$412,500.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Impaired driving – 2 stars, CTW – Occupant protection (HVE) – 4 stars, CTW – Speed and aggressive driving (HVE) – 4 stars, CTW – Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, commercial motor vehicles (CMVs), work zones • Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from https://www.trafficsafetymarketing.gov/. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Motorcycle Public Information and Education

Planned Activity Number: M9MA-2026-01-00-00

Planned Activity Description

The HSO will use a variety of mediums (print, digital, broadcast and social) to raise awareness, inform the motoring public and support national campaigns: Motorcycle Awareness Month in May, “Share the Road” and “Ride for life” campaigns in target counties and across the State. The HSO will work with the Impaired Driving Task Force and the DNS members to provide mini-grant funding to target counties to increase public education and awareness around helmet use and motorcycle safety on the roads. Our member partners (safety councils, local health departments, law enforcement, NE DHHS Injury Prevention, and the Brain Injury Alliance of NE) will support messaging and provide additional education through newsletters, electronic mailings and social media. The bulk of the campaign initiatives will be conducted during the heaviest motorcycle riding season (March–November).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405f Motorcycle Programs	405f Motorcyclist Awareness (BIL)	\$52,000.00	\$13,000.00	\$0.00

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach – Motorcyclists 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Impaired Driving Public Information & Education

Planned Activity Number: AL-2026-10-00-00 and M5IS-2026-06-00-00

Planned Activity Description

This grant provides funds to the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media, earned media and social media), local agency/organization mini-grant agreements, and related education equipment purchases. Funds will assist in the reduction of impaired driving traffic-related injuries and fatalities through increased driver education on traffic safety, pedestrian and bicycle safety, and the safety of motorcycle drivers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$25,000.00	\$6,250.00	\$25,000.00
BIL NHTSA 405d	Impaired Driving	\$1,164,630.00	\$291,157.00	\$0
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach – Impaired driving – 2 stars, CTW Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from https://www.trafficsafetymarketing.gov/. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Occupant Protection Public Information and Education

Planned Activity Number: OP-2026-04-00-00 and M2PE-2026-10-00

Planned Activity Description

This project provides HSO with funding for the coordination of occupant protection projects, along with technical assistance of occupant restraint activities, in efforts to increase occupant restraint usage statewide. This project facilitates ongoing public information and education activities and supports local and national campaigns through paid, earned, and social media outreach. Funding also provides additional support for activities of the HSO.

The HSO will carry out campaigns to increase belt use by providing mini-grant funds to organizations that support occupant protection at the community level, including those that can reach diverse and underserved audiences in our Priority Counties. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities, accounting for 74% according to the most recent (2021) data from NHTSA's Fatality Analysis Reporting System (FARS).

The HSO communication campaign will support CPS Month and Seat Check Saturday in September 2026.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$570,000.00	\$142,500.00	\$85,500.00
FAST Act 405b OP Low	405b Low Public Education (FAST)	\$350,000.00	\$87,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Occupant protection – 4 stars, CTW – Programs for Increasing Child Restraint and Booster Seat Use – 2 stars, CTW • Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from https://www.trafficsafetymarketing.gov/. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Unattended Passenger/Heatstroke Education

Planned Activity Number: UNATTD-2026-14-00-00

Planned Activity Description

This project provides HSO with funding to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator as required in 1300.13(d).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Unattended/Heatstroke (BIL)	\$5,000.00	\$1,250.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Programs for Increasing Child Restraint and Booster Seat Use – 2 stars 		
	Subrecipients/Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Distracted Driving Public Information & Education

Planned Activity Number: DD-2026-13-00-00 and B8LX-2026-01-00-00

Planned Activity Description

This project provides funds to the HSO for the development/creation/production/placement of educational messaging. This includes print and electronic messaging, multimedia campaigns (using paid media and social media formats), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving. Outreach will focus on youth, 15 to 24 years of age, in our Priority Counties (see page 4). This project will provide funds to the HSO to support National Teen Driver Safety Month in October and Distracted Driving Awareness Month in April.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Distracted Driving (FAST)	\$125,000.00	\$31,250.00	\$62,500.00
BIL NHTSA 405e	Distracted Driving	\$175,000.00	\$31,250.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach – Distracted driving 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Drowsy Driving Public Information & Education

Planned Activity Number: DD-2026-29-00-00

Planned Activity Description

This project provides funds to the HSO for the development/creation/production/placement of educational messaging. The HSO will support National Drowsy Driving Awareness Month in November and social media messaging around Daylight Savings Time changes. This project includes print and electronic messaging, multimedia campaigns (including paid media, earned media, and social media), and local agency/organization engagement through mini-grant agreements to increase education among the general public, and specifically individuals age 16-39, regarding the increasing harms related of fatigued/drowsy driving.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$25,000.00	\$6,250.00	\$22,500.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> Drowsy driving 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Speed Public Information & Education

Planned Activity Number: SC-2026-35-00

Planned Activity Description

This project provides grant funding for the HSO for the development/creation/production/placement of speed related educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education-related equipment purchases. The HSO will focus on our Priority Counties (see page 4) and the priority audience of males age 18-34.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Control (FAST)	\$115,200.00	\$28,800.00	\$57,600.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> Speed and speed management (HVE) – 4 stars, CTW 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Panhandle Traffic Safety

Planned Activity Number: RS-2026-43-00-00

Planned Activity Description

Panhandle Public Health District will coordinate and build capacity to implement evidence-based safety measures to address occupant protection, speed, and distracted and impaired driving. This will include multi-pronged approaches at each socio-ecological model level through policy, community, organizational, interpersonal, and individual strategies.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$128,000.00	\$32,000.00	\$128,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Impaired driving – 2 stars, CTW – Occupant protection (HVE) – 4 stars, CTW – Speed and aggressive driving (HVE) – 4 stars, CTW – Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, commercial motor vehicles (CMVs), work zones 		
	Subrecipients/ Organization Type	Panhandle Public Health District a local health department		

Planned Activity: Older Driver Public Information & Education

Planned Activity Number: OD-2026-44-00-00

Planned Activity Description

This project provides grant funding for the HSO for the production/development/creation/placement of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), local agency/organizations using the mini-grant agreement process, and educational-related equipment purchases specific to older driver safety. Funds will assist in the reduction of unintentional related injuries/fatalities through increased education regarding older driver safety, behavior, and medical fitness.

The HSO will develop resources, analyze data, prioritize problems and educate drivers, law enforcement, and medical providers to reduce the risk to older drivers as an overrepresented population in traffic fatality rates.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$35,000.00	\$8,7500.00	\$14,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> – Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

Planned Activity: Highway Safety Conference

Planned Activity Number: CP-2026-06-00

Planned Activity Description

This HSO internal support grant will provide funding to host on a statewide Traffic Safety Conference. It will also fund local law enforcement agencies and traffic safety professionals in attending pertinent traffic safety-related training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Conference Planning (BIL)	\$75,000.00	\$18,750.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Training for all grantees in all areas of highway safety. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments		

4.2 Program Area: Planning and Administration

This funding supports the HSO's basic administrative operational staff and facility operations to deliver programs that meet the program's goals and objectives to reduce motor vehicle crashes, injuries and deaths. This program also supports collaboration with partners in transportation safety, public safety, and injury-control programs in both the public and private sectors.

Matching funds for administration-related costs will be available from the NE DOT cash fund. State cash funding will match each federal dollar expended in this project. The Director of the NE DMV has authorized the use of State funds from the DMV Licensing and Vehicle Services Divisions for soft matching the federal highway safety funding. The HSO maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

The performance measures for this program area shall be: quality and timeliness of annual programs, plans and evaluation reports, and active participation in statewide multidisciplinary transportation safety, public safety and injury-control programs.



Planned Activity: Planning and Administration

Planned Activity Number: PA-2026-01-00-00

Planned Activity Description

This project supports the HSO's basic administrative operational staff and facility operations. Funding for the HSO's administrative operations include personal services costs for the HSO Administrator and the HSO staff assistant/accountant. Also included are costs related office supplies, travel, and membership expenditures.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Planning and Administration (BIL)	\$380,000.00	\$380,000.00	\$0.00
	Planning and Administration Costs?	Yes	Amount?	\$380,000.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for all area of highway safety. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes multiple vendors for recruiting, research and planning.		

Planned Activity: Traffic Safety Program Coordination

Planned Activity Number: RS-2026-23-00

Planned Activity Description

This project provides grant funding for the HSO Federal Aid Administrator's staff for basic costs, including personnel services, travel and office expenses, and costs to coordinate, monitor, and audit program area grants and activities (excluding the areas of impaired, occupant protection, youth, traffic records and speed). The project also supports coordination of traffic safety projects, along with technical assistance in traffic safety activities to help reduce the number of traffic crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Identification and Surveillance (BIL)	\$130,000.00	\$32,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for all areas of highway safety. 		
	Subrecipients/ Organization Type	Internal Project		

Planned Activity: Occupant Protection Program Coordination

Planned Activity Number: OP-2026-03-00-00

Planned Activity Description

The HSO Federal Aid Administrator II, currently vacant, serves as the State's Occupant Protection Coordinator. The HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. Under the THSP, a multi-year strategic plan based upon Nebraska data has been developed and kept up to date. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use. This project provides the HSO with funding for the coordination of occupant protection projects, along with technical assistance for occupant restraint activities to help increase occupant restraint usage. This project provides technical assistance for ongoing public information and education activities, support for national campaigns, and additional support for the activities of the HSO. This project provides funding for the HSO-associated Federal Aid Administrators' staff basic costs, including personnel services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Occupant Protection (BIL)	\$40,000.00	\$10,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for occupant protection program. 		
	Subrecipients/ Organization Type	Internal Project		

Planned Activity: Speed Program Coordination

Planned Activity Number: SC-2026-32-00-00

Planned Activity Description

This project supports grant funding for the HSO for basic Federal Aid Administrator's staff costs, including personnel services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities. The HSO develops and implements speed related programs across the State and provides updated data and educational material for legislative and highway safety partners.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Speed Control (BIL)	\$15,000.00	\$3,750.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for the reducing speed program. 		
	Subrecipients/ Organization Type	Internal Project		

Planned Activity: Youth Program Coordination

Planned Activity Number: TSP-2026-21-00-00

Planned Activity Description

This project provides grant funding for the HSO for the Federal Aid Administrator II's staff time, personnel services, travel, and materials for development/creation/production of educational

messaging and programs. This includes print and electronic messaging and multimedia campaigns (including social media and paid media) to support youth initiatives, and the purchase of educational-related equipment.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Identification and Surveillance (BIL)	\$30,000.00	\$7,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for the young driver program. 		
	Subrecipients/ Organization Type	Internal Project		

Planned Activity: Impaired Driving Program Coordination

Planned Activity Number: AL-2026-09-00-00

Planned Activity Description

This grant provides funds to the HSO for the Federal Aid Administrator II's staff time, including personnel services, travel expenses, and office expenses to coordinate, monitor, and audit impaired driving program grant activity.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$85,000.00	\$21,250.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Providing the office, staff and resources for the impaired driving program. 		
	Subrecipients/ Organization Type	Internal Project		

4.3 Program Area: Impaired Driving (Drug and Alcohol)

This funding will support programs to reduce impaired driving traffic fatalities involving alcohol and other drugs. Funding will aid in providing equipment, training, and overtime enforcement that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and

adjudication of offenders; and increase the public perception that impaired driving offenders will be apprehended, arrested, and convicted. Funds are provided to community-based programs that impact impaired driving and improve community engagement. While there are nine program tasks, an expected total of more than 110 individual projects will result from mini-grant contract awards.

This program area is guided by Nebraska's Impaired Driving Strategic Plan, last updated in June 2024, and Nebraska's Impaired Driving Task Force.

Countermeasures

- Administrative License Revocation or Suspension – 5 stars, CTW
- Minimum Drinking Age 21 Laws – 5 stars, CTW
- Open Container Laws – 5 stars, CTW
- High-BAC Sanctions – 3 stars, CTW
- BAC Test Refusal Penalties – 3 stars, CTW
- High-Visibility Saturation Patrols – 4 stars, CTW
- Alcohol Measurement Devices – 4 stars, CTW
- Alcohol Vendor Compliance Checks – 3 stars, CTW
- Zero-Tolerance Law Enforcement – 3 stars, CTW
- Alcohol Ignition Interlocks – 5 stars, CTW
- DWI Courts – 4 stars, CTW
- DWI Offender Monitoring – 4 stars, CTW
- Enforcement of Drug-Impaired Driving – 3 stars, CTW
- Educating Regarding Medications – 1 star, CTW
 - Based upon the proven success of above countermeasures, the HSO will continue their implementation. Our LEL is charged with increasing traffic safety enforcement and its effectiveness.

405(d) Impaired Driving Countermeasures Grant

Nebraska meets all eligibility requirements for this grant.

Impaired Driving Qualification: Mid-Range State

Eligibility Requirement	Status
Assurance: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).	<ul style="list-style-type: none"> • Yes
Impaired Driving Strategic Plan	<ul style="list-style-type: none"> • Yes, last approved June 24, 2024, included with the AGA as a supplemental attachment
Description of the authority and basis for operation of the statewide impaired driving task force	<ul style="list-style-type: none"> • Yes, included with the AGA in the Impaired Driving Strategic Plan as a supplemental attachment
List of names, titles, and organizations of all task force members	<ul style="list-style-type: none"> • Yes, included with the AGA in the Impaired Driving Strategic Plan as a supplemental attachment

Planned Activity: NE Collegiate Prevention Alliance to Reduce High-Risk Drinking and Drug Impairment

Planned Activity Number: M50T-2026-12-00-00

Planned Activity Description

Funding will be provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA) to reduce high-risk drinking, marijuana use, prescription drug misuse, illicit drug use, and polysubstance use, with the ultimate aim of reducing impaired driving among college students who are part of the overrepresented youth population for traffic crashes. This project will:

- Provide technical assistance to develop institutionally-specific strategic plans
- Support successful campus/community initiatives to reduce high-risk drinking and drug impairment with supporting brief intervention programs
- Support staff liaison with national organizations and attendance at national meetings
- Providing skill-building opportunities
- Maintaining an effective educational website and list-serv
- Providing technical assistance on the analysis of existing databases
- Support the development of new annual surveys

The NECPA will sustain program initiatives directed at soliciting parental involvement and support to reduce high-risk drinking and drug use through The Power of Parenting website. This resource targets the parents of 18-20-year-old students entering higher-learning institutions. Under this project, the NECPA will continue to expand the use of two web-based prevention programs developed with this funding. The College Behavioral Profile (CBP) is a web-based interactive brief intervention program that provides students with immediate personalized and localized feedback about their drinking practices and drug use compared to those of their college peers. The Year One College Behavioral Profile (Y1CBP) is a web-based brief prevention program designed to correct the

misperceptions about alcohol use among incoming first year students. It is also the only program with a customized brief intervention available to all participating colleges.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$225,000.00	\$56,250.000	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Alcohol Screening and Brief Intervention – 5 stars, CTW 		
	Subrecipients/ Organization Type	University of Nebraska-Lincoln (UNL) Office of Sponsored Programs – a State agency, Nebraska Collegiate Prevention Alliance		

Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned Activity Number: AL-2026-08-00-00

Planned Activity Description

Douglas County represented approximately 33 percent of all fatal, A and B injury crashes in FY 2026. Alcohol continues to play a significant factor in driving offenses in Douglas County. In 2023, this county alone accounted for 45.9 percent of the State's alcohol-related injury crashes. The HSO will provide funding to the Douglas County Attorney's Office to carry out activities of the Office's Felony Motor Vehicle Prosecution Unit (FMVPU) where specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU has a target to increase the felony DUI conviction rate by two percentage points from 75% (2023-2024) to 77% by September 30, 2026. The FMVPU also provides ongoing training to law enforcement and meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$250,000.00	\$62,500.00	\$250,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> High-BAC Sanctions – 3 Stars, CTW Enforcement of Drug-Impaired Driving – 3 stars, CTW 		
	Subrecipients/ Organization Type	Douglas County Attorney's Office – a county government agency		

Planned Activity: Impaired Selective Overtime Enforcement

Planned Activity Number: AL-2026-12-00-00 and M5X-2026-05-00-00

Planned Activity Description

The project provides funding for the State and local law enforcement agencies through a mini-grant agreement process for selective alcohol overtime enforcement, which includes, but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving enforcement mobilizations. Under this project, law enforcement agencies shall identify specific locations, time of day, and day of week related to impairment-related fatal, A and B injury crashes. The HSO will maintain preferred status for our Priority Counties (see page 7). Participating agencies will receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems or supply needs maybe be provided replacement materials or further supported to maintain the State's existing breath testing infrastructure.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol(BIL)	\$345,000	\$86,250.00	\$345,000.00
BIL NHTSA 405d	Impaired Driving	\$1,150,000.00	\$287,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• High-Visibility Saturation Patrols – 4 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes all law enforcement.		

Planned Activity: Court Monitoring Evaluation and Education Project

Planned Activity Number: M5X-2026-09-00-00

Planned Activity Description

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the State. After careful consideration, MADD Nebraska has selected 16 of our Priority Counties to include in the MADD Nebraska Statewide Initiative for Impaired Driving Prevention, Education, and Victim Advocacy. These 16 counties were selected due to high (FAB) crash rates, alcohol rates, and youth rates. Priority counties will be monitored for arrests, conviction rates, and trends in amending original citations. The 16 counties included in this year's project are: Adams, Buffalo, Cedar, Colfax, Dakota, Dodge, Douglas, Hall, Lancaster, Madison, Phelps, Platte, Saline, Sarpy, Scotts Bluff, and Washington. These counties represent 72% (1,443,616) of the total population (2,005,465) of Nebraska.

This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified Priority Counties. MADD will support youth leadership at the local level and underage drinking prevention programs in

Priority Counties. Community information gathered through the court-monitoring program will be used to advocate for change and to raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also support appropriate advocacy activities by community stakeholders (prosecutors, county commissioners, city council members, and community coalitions), law enforcement agencies, and State probation. MADD will work to increase public knowledge through community education, victim service, and outreach.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 405d Low	Alcohol (FAST)	\$249,238.00	\$62,309.50.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• DWI Offender Monitoring – 4 stars, CTW		
	Subrecipients/ Organization Type	MADD, local nonprofit.		

Planned Activity: Excessive Drinking Prevention Project – Project Extra Mile

Planned Activity Number: M5X-2026-10-00-00

Planned Activity Description

The objective of this project is to prevent and reduce alcohol-related harms through environmental prevention evidence-based strategies, ultimately addressing community policies, practices and norms. Project Extra Mile (PEM) provides information on the problems associated with excessive drinking and evidence-based strategies for preventing these harms by using the support of a strong, equitable and active community coalition group that provides meaningful engagement. PEM continues to monitor the administrative and regulatory process around the liquor licensing provisions of Nebraska Liquor Control Act to ensure and protect the public health and safety of communities and families equitably for all Nebraskans.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d low	Alcohol (BIL)	\$180,000.00	\$45,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Minimum Drinking Age 21 Laws – 5 stars, CTW • Open Container Laws – 5 stars, CTW • Alcohol Vendor Compliance Checks – 3 stars, CTW 		

**Subrecipients/
Organization Type**

Project Extra Mile – a local non-profit.

Planned Activity: Enforcing Underage Drinking Laws

Planned Activity Number: AL-2026-22-00-00

Planned Activity Description

This grant provides funding to the HSO to use a mini-grant contract agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders. These activities may also coincide with State and national impaired driving HVE mobilizations. Participating State and local law enforcement agencies use funding assistance for the operational cost of these special enforcement mobilizations. All of these operations will target those activities that contribute to alcohol-related fatal, A and B injury crashes. Funds will be prioritized to support the our Priority Counties (see page 10); however, all counties may be provided funding as deemed appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$40,000.00	\$10,000.00	\$30,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• Alcohol Vendor Compliance Checks – 3 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Traffic Training

Planned Activity Number: AL-2026-25-00-00

Planned Activity Description

This grant provides assistance with mini-grant agreements for agencies and/or organizations to attend traffic safety-related training/conferences/workshops. This project is to provide assistance to improve and expand the knowledge of law enforcement and traffic safety professionals. This project helps to enhance skills that increase local resources and assist in addressing identified highway safety problems in Nebraska.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$165,000.00	\$41,250.00	\$140,250.00

Planning and Administration Costs?	No	Amount?	\$0.00
Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> Educating Regarding Medications and all impairing substances – 1 star, CTW 		
Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, State agencies and local health departments & agencies.		

Planned Activity: Prosecutorial Response to DUI Crime

Planned Activity Number: B5CS-2026-08-00-00

Planned Activity Description

This project provides funding to staff a statewide “Traffic Safety Resource Prosecutor” position to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in the handling of impaired driving traffic-related cases. This position will provide critical support and training to local prosecutors, judges, and law enforcement officials. The cases handled and training presented will be traffic-related with special emphasis on cases involving impaired drivers. The project will create and maintain networking opportunities between law enforcement agencies and prosecutors to strengthen information sharing and facilitate a uniform and effective response to driving under the influence crimes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d low	Impaired (BIL)	\$139,500.00	\$34,875.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Minimum Drinking Age 21 Laws – 5 stars, CTW Open Container Laws – 5 stars, CTW High-BAC Sanctions – 3 stars, CTW DWI Courts – 4 stars, CTW Enforcement of Drug-Impaired Driving – 3 stars, CTW 		
	Subrecipients/ Organization Type	Nebraska Attorney General – a State agency.		

Planned Activity: Project Night Life Expansion

Planned Activity Number: AL-2026-40-00-00

Planned Activity Description

This project provides grant funds for the Omaha Police Department to continue expansion of Project Night Life. The Omaha Police Department continues team with surrounding local law enforcement agencies to reinforce awareness and education of Nebraska's Provisional Operator's Permit (POP) provisions for teens, as well as carry out selective enforcement efforts surrounding the Omaha area. The project provides for education of teen drivers regarding the need for adhering to POP restrictions and the penalties for failure to do so. The project also provides education for parents through seminars/workshops to encourage the use of parental rules/agreements with teen drivers. This project will include monthly selective enforcement activity targeting young drivers and will concentrate on high-crash locations and around schools and school activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$110,000.00	\$27,500.00	\$110,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• Zero-Tolerance Law Enforcement – 3 stars, CTW		
	Subrecipients/ Organization Type	Omaha Police department – a local law enforcement agency		

Planned Activity: Judicial Prosecution Training

Planned Activity Number: AL-2026-41-00-00

Planned Activity Description

This project provides funding using a mini-grant agreement process for judicial training opportunities. Grants are provided to the Nebraska Supreme Court's Judicial Branch Education Division to bring faculty from the National Judicial College (NJC) to Nebraska to provide traffic-related judicial training, to send Nebraska judges to NJC training, or to bring presenters to provide training at Judicial Branch Education Division meetings. Expenditures may include fees for the NJC and expenses related to individual judges attending the training. HSO will also seek to make additional grant awards for other judicial training opportunities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$20,000.00	\$5,000.00	\$10,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00

Countermeasures	<ul style="list-style-type: none"> Enforcement of Drug-Impaired Driving – 3 stars, CTW Training for all aspects of impaired driving enforcement/prosecution Educating Regarding Medications – 1 star, CTW
Subrecipients/ Organization Type	Nebraska Supreme Court's Judicial Branch Education Division or other Nebraska judicial training entities

Planned Activity: DRE/ARIDE Training and Recertification

Planned Activity Number: B5PEM-2026-04-00-00

Planned Activity Description

This grant provides funding to the HSO to administer the Drug Evaluation and Classification Program (DECP) and provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to increase law enforcement officers' ability to detect drug-impaired drivers and reduce motor vehicle fatal and injury crashes on Nebraska's roadways. This project will provide training for law enforcement officers to become Drug Recognition Experts (DRE), provide annual in-service training for Nebraska's DREs and prosecutors, provide funding assistance for Nebraska's DREs and prosecutors to attend the annual IACP Impaired Driving and Traffic Safety Conference for related training, and support ARIDE training statewide.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Impaired Driving (BIL)	\$150,000.00	\$37,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Enforcement of Drug-Impaired Driving – 3 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: NE State Patrol Toxicology Services

Planned Activity Number: B5BAC-2026-11-00-00

Planned Activity Description

This project provides funding for one full time forensic scientist at the NSP Crime Laboratory (NSPCL) in the Toxicology Section. This project focuses on providing timely toxicology results for prosecution of drug-impaired driving cases in Nebraska. The NSPCL provides toxicological testing for all Nebraska law enforcement agencies for drug-impaired driving. The HSO aims to reduce the number of days to complete each cases' analysis to generate necessary evidence and allow sufficient time for prosecutors to file charges when appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Impaired Driving (BIL)	\$97,982.00	\$24,495.50	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Alcohol Measurement Devices – 4 stars, CTW Drug testing for all offenders. 		
	Subrecipients/ Organization Type	Nebraska State Patrol Crime Laboratory – a State agency.		

Planned Activity: Special Enforcement Mini-Grants

Planned Activity Number: M5HVE-2026-07-00-00

Planned Activity Description

This grant provides funding to the HSO to use a mini-grant contract agreement process for special Impaired enforcement operations targeting underage drinking and multiple offenders, These operations may also coincide with State and national impaired driving mobilizations. Participating State and local law enforcement agencies will be provided funding assistance for the operational cost of these special enforcement activities. All of these operations will target risky driving and related actions that contribute to impaired driving-related fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Impaired Driving (BIL)	\$20,000.00	\$5,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> High-Visibility Saturation Patrols – 4 stars, CTW Enforcement of Drug-Impaired Driving – 3 stars, CTW 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Alternative Transportation

Planned Activity Number: M5OT-2026-13-00-00

Planned Activity Description

This grant provides funds for safe alternative transportation during high-risk periods when people may make bad decisions and drive impaired. It may also provide funding for mini-grant contracts to local agency/organizations to provide alternative ride options, as need is demonstrated. All of these operations will target risky driving and related actions that contribute to impaired driving-related fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Impaired Driving (BIL)	\$25,000.00	\$6,250.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• Alternative Transportation – 3 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0)		

Planned Activity: BAC Testing/Reporting Equipment

Planned Activity Number: B5BAC-2026-14-00-00

Planned Activity Description

This grant provides funding for BAC Testing/Reporting equipment to grantees to perform tests of impaired drivers and to submit the results to the NE DOT for traffic safety planning. This project may include updating outdated instrument that have been discontinued or that are no longer efficient for these tasks. All of these operations will target risky driving and related actions that contribute to impaired driving-related fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Impaired Driving (BIL)	\$28,000.00	\$7,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	• Alcohol Measurement Devices – 4 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

4.4 Program Area: Young Drivers

This program area will include countermeasure strategies to decrease the number of crashes involving a driver age 20 years old or younger.

There were 118,673 licensed young drivers (between the ages of 16 and 20) in Nebraska in 2023. These drivers account for approximately 7.9 percent of the total licensed drivers in the State. However, this age group remains over-represented in serious crashes, Young drivers were involved in 24.5 percent of fatal, A and B crashes and over 8 percent of alcohol-related fatal, A and B crashes.

The reduction of young driver fatal and injury traffic crashes requires the continued combined efforts of an informed public, statewide coalition support, and the dedication of government officials. Resources and support will be provided to local officials, businesses, high school faculty and staff, law enforcement, the Teens in the Driver Seat program, SADD, FCCLA, and DSN members. The project will focus on promoting adherence to the state's Graduated Drivers Licensing (GDL) system, preventing distracted driving, promoting seat belt use, minimizing unnecessary teen nighttime driving, and promoting the State's Zero Tolerance laws that prohibits any driver under age 21 from having any measurable amount of alcohol in their system.

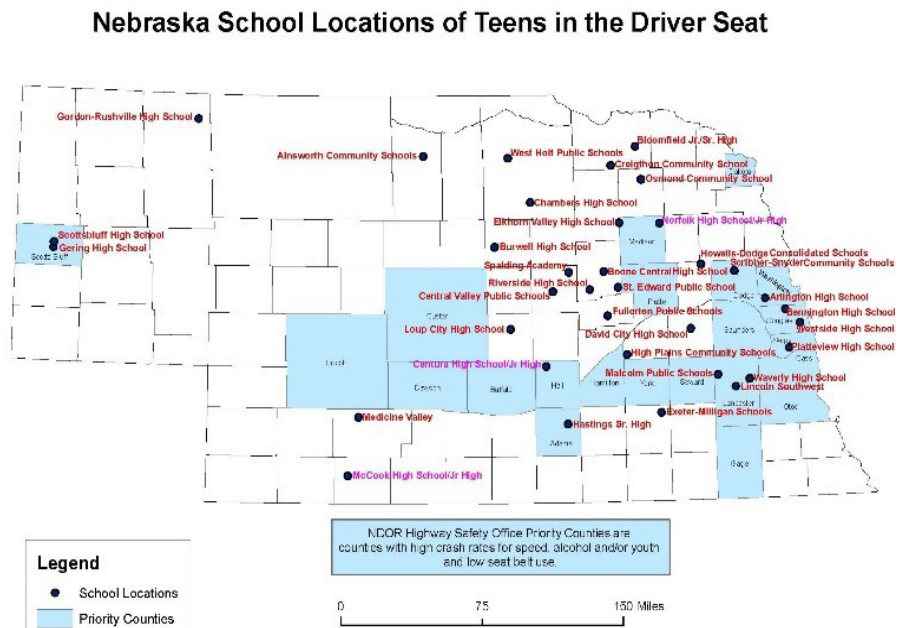
Countermeasures

- Graduated Driver Licensing (GDL) – 5 stars, CTW 7-9
- GDL Learner's Permit – 5 stars, CTW 7-11
- GDL Intermediate License Nighttime Restrictions – 5 stars, CTW 7-12
- GDL Intermediate License Passenger Restrictions – 5 stars, CTW 7-14
- Programs to Assist Parents/Guardians of Young Drivers – 2 stars, CTW 7-19

Based upon the proven success of GDL programs, the HSO continues to work with advocates and legislative groups to improve the State's current laws and enforcement efforts.

Teens in the Driver Seat (included in the Youth PI&E project funding)

The HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the State to address teen crashes and occupant protection use. TDS is a teen-driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol use, speeding, distractions, nighttime driving) for this age group. Funding is provided to NE DHSS Injury Prevention to support the participation of TDS in 33 rural schools across the State. This project will aim to reduce teen crash rates and increase occupant protection use. (See page 13 for funding information)



Updated 1/2020

4.5 Program Area: Occupant Protection (Adult and Child Passenger Safety)

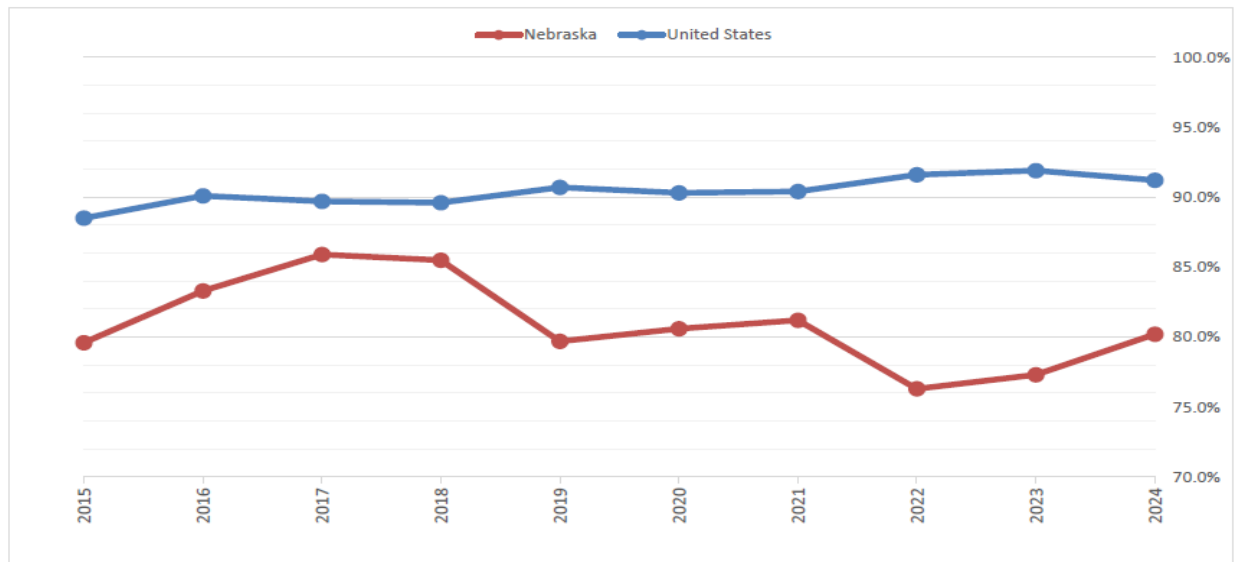
Nebraska Occupant Protection Plan

This program area description comprises Nebraska's Occupant Protection Strategic Plan.

How Significant is the Problem?

On Nebraska roadways, there were 684 unbelted vehicle occupant fatalities during 2020-2024, which is an average of 137 fatalities per year. This accounts for 58 percent of all traffic fatalities during the five-year period and approximately 71 percent of all vehicle occupant fatalities, with 148 fatalities in 2020, 120 in 2021, 141 in 2022, 141 in 2023, and 134 in 2024. Overall seat belt use continues to be far below the national average at 91.2 percent in 2024. Nebraska's reported seat belt usage was 80.6 percent in 2020, 81.2 percent in 2021, 76.3 percent in 2022, 77.3 percent in 2023, and 80.2 percent in 2024, according to the Seat Belt Use Report 2024 Data Collection Report.

NEBRASKA VS. UNITED STATES OBSERVED SEAT BELT USAGE RATES 2015-2024

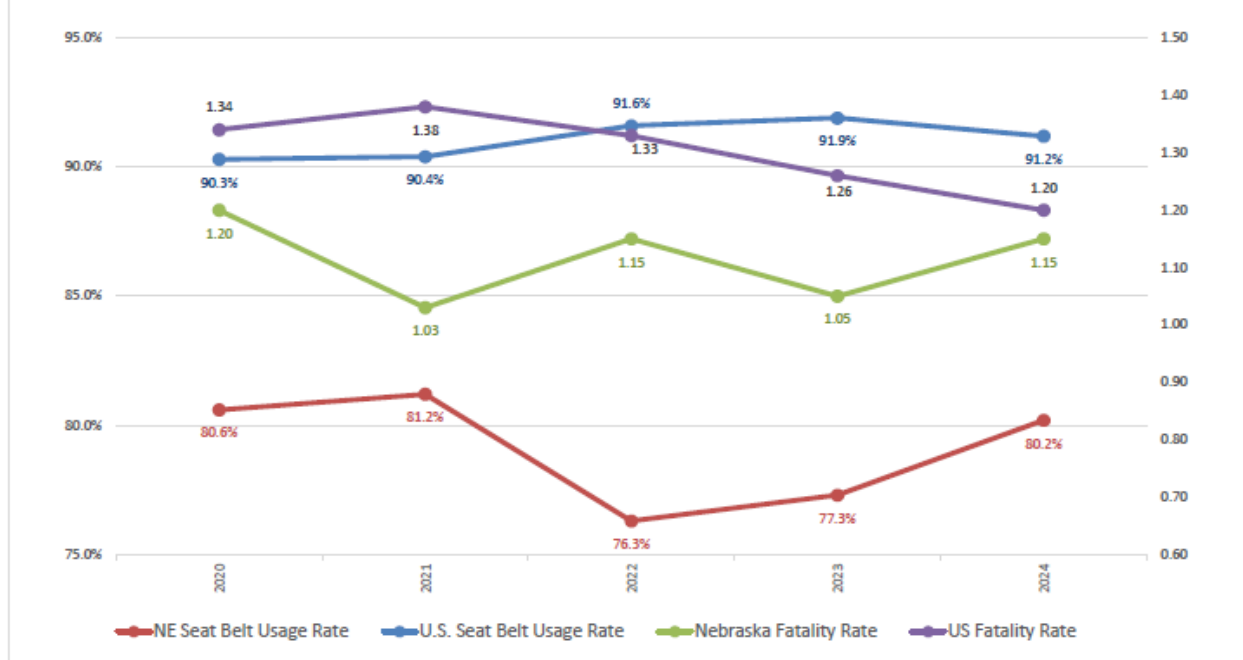


THE CURRENT SEAT BELT LAW TOOK EFFECT ON JANUARY 1, 1993

Prepared by: NDOT - Highway Safety Office, PO Box 94612, Lincoln, NE 68509

Updated 3/26/2025

Nebraska Seat Belt Usage Rate vs. Fatality Rate Per 100 Million Miles Traveled



THE CURRENT SEAT BELT LAW TOOK EFFECT ON 1/1/93

Provided by: NDOT-Highway Safety Office, PO Box 94612, Lincoln, NE 68509

Last Date Modified: 6/4/2025

According to the 2023 Nebraska Child Safety Seat Use 2023 Data Collection Report, 94.6 percent of children observed in urban counties were in child safety seat/booster seats and 82.5 percent observed in rural counties were in child safety seat/booster seats.

Of those observed in safety seat/booster seats, 99 percent were in the rear seat of the vehicles observed and 0.6 percent were in the front seat. Of the small number of children not in safety seat/booster seats, 30.1 percent were in front seats.

What are the Nebraska Occupant Protection Measures and Targets?

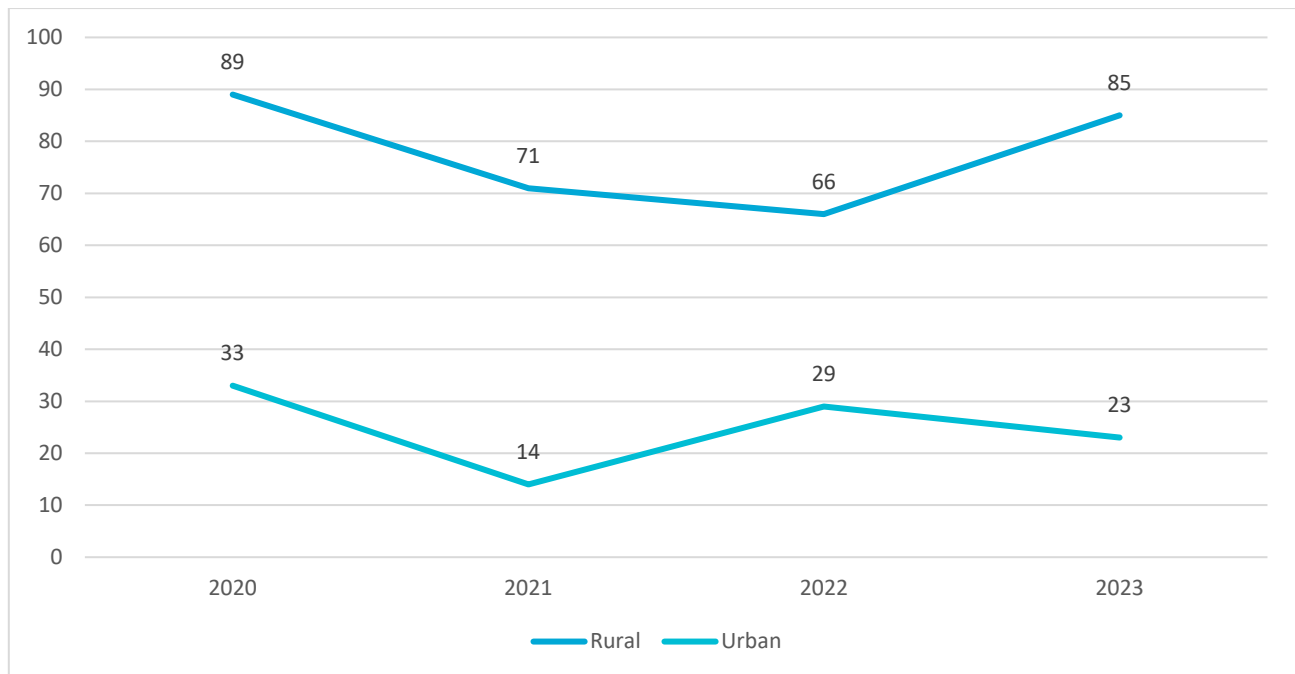
To decrease the increasing trend of unrestrained passenger vehicle occupant fatalities in all seating positions by maintaining a constant trend of 97 (5 year rolling average in 2019-2023) through December 31, 2025 and December 31, 2026.

To reduce the decreasing trend of statewide observed seat belt use of front seat outboard occupants in passenger vehicles by maintaining a constant trend of 80.7 percentage points (5 year rolling average in 2019-2023) through December 31, 2025 and December 31, 2026.

Conditions and Factors

According to FARS, of the 410 unbelted fatalities from 2020 – 2023, rural unbelted vehicle occupant fatalities have been outpacing urban unbelted vehicle occupant fatalities.

Figure 4.5.1 Unbelted Fatalities, Urban vs. Rural, 2020 - 2023



Source: NHTSA FARS, July 26, 2025, Occupants Killed in Fatal Crashes, Filter Selected: Land Use (Rural/Urban): Rural and Urban; Person Injury Type: Fatal; Person Type: Driver ; or Occupant; Restraint/Helmet Use: Unrestrained or Not Helmeted (Motorcycle), State: Nebraska, Years: 2020-2023

Table 4.5.2 Fatalities by Time of Day, Urban/Rural, and Restraint Use, 2023

Nighttime				Daytime			
Total				Total			
73				113			
Urban		Rural		Urban		Rural	
27		46		25		87	
Restrained*	Unrestrained*	Restrained *	Unrestrained*	Restrained *	Unrestrained*	Restrained*	Unrestrained*
6	16	10	28	14	6	31	45

Source: NHTSA FARS, July 26, 2025, Occupants Killed in Fatal Crashes, Filter Selected: Land Use (Rural/Urban): *Urban* and *Rural*; Time of Day (Daytime/Nighttime): *Daytime* and *Nighttime*; Person Injury Type: *Fatal*; Person Type: *Driver* ; or *Occupant*, *Restraint/Helmet Use: Restrained or Helmeted (Motorcycle)* and *Unrestrained or Not Helmeted (Motorcycle)*, State: *Nebraska*, Years: *2023*

Note (*): Excludes fatalities with restraint status unknown

According to the Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020, individuals age 15–34 led in serious nighttime injury crashes in 2020.

Table 4.5.3 Nighttime Injuries (A Crashes), 2020

Age Group	Injured	Used	Not Used
<15	9	0	5
15-19	62	21	41
20-24	53	14	39
25-34	83	24	59
35-44	49	26	23
45-54	39	19	20
55-64	23	14	9
65-74	6	6	0
>75	5	4	1
Total	329	128	197 (59.9%)

Source: Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020, Unknown included

Further, individuals age 25-44 led in nighttime fatal crashes in 2020.

Table 4.5.4 Nighttime Fatalities, 2020

Age Group	Injured	Used	Not Used
<15	0	0	0
15-19	10	2	8
20-24	8	2	6
25-34	17	1	16
35-44	12	2	10
45-54	7	1	6
55-64	10	1	9
65-74	6	0	6
>75	1	1	0
Total	71	10	61 (86%)

Source: Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020, Unknown included

Finally, individuals age 25-34 led in both rural and urban nighttime fatalities in 2020.

Table 4.5.5 Rural Nighttime Fatalities (6 PM – 6 AM), 2020

Age Group	Injured	Used	Not Used
<15	0	0	0
15-19	8	2	6
20-24	3	0	3
25-34	11	1	10
35-44	9	1	8
45-54	4	1	3
55-64	5	0	5
65-74	4	0	4
>75	1	1	0
Total	45	14	39 (87%)

Source: Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020, Unknown included

Table 4.5.6 Urban Nighttime Fatalities (6 PM – 6 AM), 2020

Age Group	Injured	Used	Not Used
<15	» 0	0	0
15-19	2	0	2
20-24	5	2	3
25-34	6	0	6
35-44	3	1	2
45-54	3	0	3
55-64	5	1	4
65-74	2	0	2
>75	0	0	0
Total	26	4	22 (85%)

Source: Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020, Unknown included

Child Passenger Safety Program

Nebraska's comprehensive child passenger safety (CPS) program is supported through education and outreach as follows.

The HSO will carry out five Child Passenger Safety Technician (CPST) Trainings across the State to increase the number of certified technicians, adding approximately 75 new CPSTs. These additional CPSTs will support the inspection stations and community check events. The HSO will provide printed materials, LATCH, and logistics to carry out private training opportunities (with hospitals and local health departments) for approximately 75 new CPSTs. The State will hold one annual update event for all current CPSTs and instructors to attend and receive continuing education units to maintain certification.

The State will support approximately 20 inspection stations across the State. Inspections are either by appointment and/or on a walk-in basis, varying by location. The HSO will provide LATCH manuals, law cards (English and Spanish), supplies, and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands-on education and a federally-approved car safety seat check. All inspection stations will receive information, social media, and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday in September. Additionally, social media and infographic fliers will be provided to technicians, organizations, and the public about pediatric heatstroke prevention.

The HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events, and local health departments across the State. The majority of funding will be dedicated to underserved residents in our Priority Counties. However, per 23 CFR 1300.21(e)(4), all Nebraska counties contain at least one of the following at-risk populations, by which all Inspection Stations serve at-risk populations: drivers on rural roadways, unrestrained nighttime drivers, teen drivers.

Urban Population

The HSO will support 36 inspection station events in metro areas and reach approximately 900 parents/caregivers and/or guardians.

The HSO and Safe Kids Nebraska will support another 20 community check events that will reach approximately 800 parents/caregivers and/or guardians in effort to equitable provide CPS service to Nebraska residents.

The HSO will carry out a communication campaign will support CPS Month and National Seat Check Saturday in September 2026, as well as continued education and outreach regarding the most recent update to the child safety seat law that became effective January 2019.

Rural Population

The HSO will support 26 inspection station events in our rural counties and reach approximately 500 parents/caregivers and/or guardians.

The HSO and Safe Kids Nebraska will support another 36 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO will carry out a communication campaign to support CPS Month and National Seat Check Saturday in September 2026, as well as provide continued education and outreach regarding the most recent update to the child safety seat law that became effective January 2019. These efforts will reach approximately 1,000,000 Nebraskans through earned, paid, and social media channels. The DSN website has a dedicated CPS page for public education and outreach.

At-Risk Populations (Rural and Nighttime)

According to FARS, of the 410 unbelted fatalities from 2020 – 2023, rural unbelted vehicle occupant fatalities have been outpacing urban unbelted vehicle occupant fatalities. Of 2023 nighttime fatalities with known restraint status, 60 percent of rural and 59 percent of urban were unrestrained. (see above).

HSO will serve the “rural at-risk” population through 26 inspection station events (42 percent rural) and 36 check events (50 percent rural). The HSO will also continue the Public Participation Engagement events with the rural unbelted population.

Countermeasures

- Strong Child Passenger Safety Laws – 5 stars, CTW 3-12
- Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW 3-15
- Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW 3-19
- Sustained Seat Belt Enforcement – 3 stars, CTW 3-21
- Employer-based programs – 3 stars, CTW 3-26

- Child Restraint Inspection Stations – 3 stars, CTW 3-33
 - The HSO is working with the Governor's administration and many advocates to support strengthening the seat belt law and its enforceability. The HSO's LEL has been working with law enforcement agencies in the Priority Counties to participate in the enforcement events as well as increase seat belt enforcement.

Occupant Protection Planned Activities

- Nebraska Planned Participation in the CIOT National Mobilization
- Paid Multimedia Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations with increased involvement of the LEL to continue to increase seat belt citations
- HSO community engagement at community events, to include underserved rural, youth and low belt use communities



- NSP Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- The CPS Program (Inspection Stations and Checkup Events)
- The CPS Update for CPSTs (June 2026)
- The DSN Work Group (occupant protection activities)
- Teens in the Driver Seat
- Provide information and resources to local health departments to better reach unbelted occupants in their local areas

Nebraska Planned Participation in the CIOT National Mobilization

- Nebraska will participate in the CIOT national mobilization in FY2026. The HSO generally awards between 45 and 70 grants (including STEP Grants) for overtime enforcement assistance to local law enforcement agencies (police and sheriffs departments) and the NSP. This results in 5,000 to 10,000

additional hours of occupant restraint-targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies report typically participate in the enforcement effort without HSO funding assistance and report on their activities as well. Funding for this activity will be supported with the Section 405(b) Occupant Protection Grant.

- In addition to the expected earned media generated by the mobilization activity, beginning May 2026, the HSO will conduct a paid media campaign for CIOT that will support the State's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, digital and social media marketing), print (newspaper and magazine), and billboard (road-side and truck side) marketing. The CIOT campaign will carry out pre- and post-paid media activities.
- Furthermore, to complement the nationally designated CIOT enforcement period in May 2026, the HSO annually designates Thanksgiving week as a Nebraska Buckle Up mobilization. The FY2026 Thanksgiving CIOT campaign will run in November 2025, with overtime funding assistance awarded to 45 to 70 local law enforcement agencies and the NSP for occupant restraint-targeted enforcement operations.

Table 4.5.7 Nebraska Law Enforcement Agencies Planning to Participate in Selective Overtime Enforcement during FFY 2026

Adams County Sheriff's Office	Dodge/Snyder Police Department	Lexington Police Department	Ravenna Police Department
Albion Police Department	Douglas County Sheriff's Office	Lincoln County Sheriff's Office	Red Willow County Sheriff's Office
Alliance Police Department	Dundy County Sheriff's Office	Lincoln Police Department	Richardson County Sheriff's Office
Antelope County Sheriff's Office	Emerson Police Department	Logan County Sheriff's Office	Rock County Sheriff's Office
Arthur County Sheriff's Office	Ewing Police Department	Loomis Police Department	Saline County Sheriff's Office
Ashland Police Department	Exeter Police Department	Loup County Sheriff's Office	Santee Police Department
Atkinson Police Department	Fairmont Police Department	Lyman Police Department	Sargent Police Department
Aurora Police Department	Falls City Police Department	Lyons Police Department	Sarpy County Sheriff's Office
Bancroft Police Department	Fillmore County Sheriff's Office	Madison County Sheriff's Office	Saunders County Sheriff's Office
Banner County Sheriff's Office	Franklin County Sheriff's Office	Madison Police Department	Schuyler Police Department
Battle Creek Police Department	Franklin Police Department	McCook Police Department	Scotts Bluff County Sheriff's Office
Bayard Police Department	Fremont Police Department	McPherson County Sheriff's Office	Scottsbluff Police Department
Beatrice Police Department	Friend Police Department	Mead Police Department	Scribner Police Department
Beemer Police Department	Frontier County Sheriff's Office	Meadow Grove Police Department	Seward County Sheriff's Office
Bellevue Police Department	Furnas County Sheriff's Office	Merrick County Sheriff's Office	Seward Police Department
Bennington Police Department	Gage County Sheriff's Office	Metropolitan Comm College PD	Shelton Police Department
Blaine County Sheriff's Office	Garden County Sheriff's Office	Milford Police Department	Sheridan County Sheriff's Office
Blair Police Department	Garfield County Sheriff's Office	Minatare Police Department	Sherman County Sheriff's Office
Boone County Sheriff's Office	Gering Police Department	Minden Police Department	Sidney Police Department
Box Butte County Sheriff's Office	Gordon Police Department	Mitchell Police Department	Sioux County Sheriff's Office
Boyd County Sheriff's Office	Gosper County Sheriff's Office	Morrill County Sheriff's Office	South Sioux City Police Department
Boys Town Police Department	Gothenburg Police Department	Morrill Police Department	Spalding Police Department
Broken Bow Police Department	Grand Island Police Department	Nance County Sheriff's Office	St. Edward Police Department
Brown County Sheriff's Office	Grant County Sheriff's Office	Nebraska City Police Department	St. Paul Police Department
Buffalo County Sheriff's Office	Greeley County Sheriff's Office	Neligh Police Department	Stanton County Sheriff's Office
Burt County Sheriff's Office	Hall County Sheriff's Office	Nemaha County Sheriff's Office	Superior Police Department
Burwell Police Department	Hamilton County Sheriff's Office	Newcastle Police Department	Sutton Police Department
Butler County Sheriff's Office	Harlan County Sheriff's Office	Newman Grove Police Department	Tekamah Police Department
Cass County Sheriff's Office	Harvard Police Department	Niobrara Police Department	Thayer County Sheriff's Office
Cedar Bluffs Police Department	Hastings Police Department	Norfolk Police Division	Thomas County Sheriff's Office
Cedar County Sheriff's Office	Hayes County Sheriff's Office	North Platte Police Department	Thurston County Sheriff's Office

Central City Police Department	Hemingford Police Department	Nuckolls County Sheriff's Office	Tilden Police Department
Ceresco Police Department	Henderson Police Department	Oakland Police Department	UN Kearney-Public Safety
Chadron Police Department	Hildreth Police Department	Odell Police Department	UN Lincoln Police Department
Chase County Sheriff's Office	Hitchcock County Sheriff's Office	Ogallala Police Department	UN Omaha Police Department
Cherry County Sheriff's Office	Holdrege Police Department	Omaha Nation Law Enforcement	Valentine Police Department
Cheyenne County Sheriff's Office	Holt County Sheriff's Office	Omaha Police Department	Valley County Sheriff's Office
Clarkson Police Department	Hooker County Sheriff's Office	O'Neill Police Department	Valley Police Department
Clay Center Police Department	Hooper/Uehling Police Department	Ord Police Department	Verdigre Police Department
Clay County Sheriff's Office	Howard County Sheriff's Office	Osmond Police Department	Wahoo Police Department
Coleridge Police Department	Howells Police Department	Otoe County Sheriff's Office	Walthill Police Department
Colfax County Sheriff's Office	Humphrey Police Department	Papillion Police Department	Washington County Sheriff's Office
Columbus Police Department	Imperial Police Department	Pawnee County Sheriff's Office	Waterloo Police Department
Cozad Police Department	Jefferson County Sheriff's Office	Pender Police Department	Wausa Marshal's Office
Creighton Police Department	Johnson County Sheriff's Office	Perkins County Sheriff's Office	Wayne County Sheriff's Office
Crete Police Department	Kearney County Sheriff's Office	Phelps County Sheriff's Office	Wayne Police Department
Crofton Police Department	Kearney Police Department	Pierce County Sheriff's Office	Webster County Sheriff's Office
Culbertson Police Department	Keith County Sheriff's Office	Pierce Police Department	West Point Police Department
Cuming County Sheriff's Office	Keya Paha County Sheriff's Office	Plainview Police Department	Wheeler County Sheriff's Office
Custer County Sheriff's Office	Kimball County Sheriff's Office	Platte County Sheriff's Office	Winnebago Tribal Police Department
Dakota County Sheriff's Office	Kimball Police Department	Plattsmouth Police Department	Wisner Police Department
Dawes County Sheriff's Office	Knox County Sheriff's Office	Polk County Sheriff's Office	Wymore Police Department
Dawson County Sheriff's Office	La Vista Police Department	Polk Police Department	York County Sheriff's Office
Decatur Police Department	Lancaster County Sheriff's Office	Ponca Police Department	York Police Department
Deuel County Sheriff's Office	Laurel Police Department	Ralston Police Department	Yutan Police Department
Dixon County Sheriff's Office	Leigh Police Department	Randolph Police Department	Nebraska State Patrol
Dodge County Sheriff's Office			

Communication Campaign (paid, earned, and social media)

The HSO uses an extensive combination of electronic, print, and non-traditional methods of earned, paid, and social media to reach a statewide audience, but that specifically targets high-risk groups –, primarily males ages 16 – 34 – with seat belt messages. The HSO partners with the University of Nebraska on sports marketing as one of the best strategies to reach our audience. In addition, the HSO utilizes other sports marketing opportunities (baseball, rodeo, and hockey). A secondary target audience are those using car safety seats and patronizing the inspection stations and/or community check events. The HSO provides grant funding to other partners (safety councils, Brain Injury Alliance of Nebraska, community service organizations, local public health departments, hospitals, and high schools) to aid in promoting seat belt use messaging (for all ages and in every seating position). The HSO will recognize September as Child Passenger Safety Awareness month and work to educate parents, caregivers and the public to promote child safety in the community. Keeping children safe extends past car seats, but the Seat Check Saturday in September provides a unique opportunity to work with technicians, the public, and community members to increase awareness and improve safety.

Sustain Statewide Enforcement Operations

In addition to the statewide CIOT mobilization (a national mobilization in May and a State-designated event in November), the HSO provides grant funding to State and local law enforcement agencies for targeted occupant restraint enforcement. The majority of this enforcement will be weekend operations with priority

given to our Priority Counties. In FY2026, we will provide an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The HSO provides the NSP with grant funding assistance that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSOs). The CSOs identify community special events, civic organizations, State and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the State. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

405(b) Occupant Protection Grant

Nebraska meets all eligibility requirements for this grant. **FOOTNOTE:** NDOT's Occupant Protection Assessment was approved in July 2025 and scheduled for September 15-19, 2025. It will be implemented before the start of Fiscal Year 2026.

Eligibility Requirement	Status
The State's Occupant Protection Strategic Plan is provided in the AGA	Yes
The State will participate in CIOT this fiscal year	Yes, and a description is provided above, along with a list of law enforcement agencies planning to participate in overtime enforcement.
Projects demonstrating the State's active network of child restraint inspections and events	Yes, activities to demonstrate the active network shall include: <ul style="list-style-type: none"> • CPS Child Safety Seat Purchase and Distribution • CPS Training • Occupant Protection Public Information and Education
Estimates of the total number of classes and total number of CPSTs to be trained*	<ul style="list-style-type: none"> • Estimated total number of classes: 5 • Total number of technicians: 75
Total number of planned inspection stations and/or events in the State**	62
Total number of planned inspection stations and/or events in the State serving urban populations**	56
Total number of planned inspection stations and/or events in the State serving rural populations**	62
Total number of planned inspection stations and/or events in the State serving at-risk populations**	62
Certification: The inspection stations/events will be staffed with at least one current nationally Certified CPST**	Yes

Eligibility Requirement

Status

For Low Use Rate State

Projects demonstrating the State's seat belt enforcement plan	Yes, HVE and overtime enforcement will occur in our Priority Counties that account for a majority of the state's fatal and serious injury crashes and at least 70 percent of all Nebraska unrestrained fatalities.
Projects demonstrating the State's high risk population countermeasure program	Yes, enforcement, media, and community programs described in this plan will occur throughout the State. All Nebraska counties contain at least one of the following at-risk populations: drivers on rural roadways, unrestrained nighttime drivers, and teen drivers.
NHTSA Occupant Protection Program Assessment	The HSO last completed a NHTSA-facilitated assessment of all elements of its occupant protection program on 3/6/2020. The HSO's next Occupant Protection Assessment was approved by NHTSA in July 2025 and is scheduled to occur in September 2025. Outcomes from this assessment will be implemented and/or integrated into the State's program before the start of FFY 2026.

* More details on planned CPST training is included below.

** More details on planned inspection stations and events is included above.

Child Restraint Inspection Stations

Locations/Contacts	Counties Served	Days of Operation	Counties Served Types
Avera St Anthony's Safe Kids North Central Seat Check Site: North Parking Lot Adams & 3rd Street O'Neill, NE 68763 Contact: Kate Kunz, 402-336-5122	Boyd, Holt, Rock, Brown	1st Wed. of the month 10 am–5 pm Appointments are requested but not required.	Rural, Frontier
Boone County Health Center Safe Kids Nebraska 723 West Fairview St Albion, NE 68620	Boone, Antelope, Greeley, Nance, Western Madison, Western Platte, Wheeler	By Appointment Only	Urban, Rural, Frontier
Brodstone Healthcare Safe Kids South Central 520 E 10th Street Superior, NE 68978	Nuckolls	By Appointment Only Also with every neonate delivered	Rural
CHI Health Creighton University Medical Center-Bergan Mercy Safe Kids Douglas County 7500 Mercy Drive Omaha, NE 68124	Douglas	By Appointment Only	Urban
CHI Health St Francis Safe Kids Nebraska	Hall	Monday–Friday 9 am–1 pm	Urban

Locations/Contacts	Counties Served	Days of Operation	Counties Served Types
2620 West Faidley Ave Grand Island, NE 68803		By Appointment Only	
CHI Health St Francis Safe Kids Nebraska Seat Check Site: Fire Station #1 – 409 East Fonner Park Road Grand Island, NE 68803	Hall	1st Wed of the month 10am-12pm No appointment needed.	Urban
Children's Nebraska Safe Kids Douglas County Seat Check Site: Children's Special Pediatric Clinic 111 N. 84th Street Omaha, NE 68114	Douglas and surrounding counties	Varies 8 am – 3 pm By Appointment Only	Urban, Rural
Community Hospital Safe Kids Nebraska Seat Check Site: McCook Fire Department 505 West C Street McCook, NE 69001	Red Willow and surrounding	2nd Wed. of the month (except May and Dec.) 3 pm – 6 pm	Rural, Frontier
Four Corners Health Department 2101 N Lincoln Ave York, NE 68467	Butler, Fillmore, Polk, Seward, York	Monday–Friday 9 am–4 pm By Appointment Only	Rural
Franciscan Healthcare Safe Kids Nebraska 430 N Monitor St West Point, NE 68788	Cuming, Dodge, Colfax	3rd Tues. of the month 2 pm–6 pm By Appointment Only	Rural, Urban
LinCKS/Great Plains Health Foundation Safe Kids Nebraska Seat Check Site: Bill Summers Ford 3301 S. Jeffers St North Platte, NE 69101	Lincoln and surrounding	By Appointment Only	Urban, Rural, Frontier
Lincoln-Lancaster County Health Department Safe Kids Lincoln Lancaster County Lincoln, NE 68516	Lancaster	By Appointment Only Date/times and location vary. Check date/time and location of seat checks on calendar at: www.safekidslincoln.org	Urban
Loup Basin Public Health Department 934 I Street Burwell, NE 68823	Garfield, Loup, Wheeler, Blaine, Custer, Greeley, Howard, Sherman, and Valley	Monday - Friday 9 am – 4 pm By Appointment Only	Frontier, Rural
Mary Lanning Healthcare Safe Kids South Central Seat Check Site: Hastings Fire Department - South Location Hastings, NE	Adams, Clay, Nuckolls, and Webster	1st Tues. of the month 10 am – 5 pm By Appointment Only	Urban, Rural

Locations/Contacts	Counties Served	Days of Operation	Counties Served Types
Northeast Nebraska Community Action Partnership 603 Earl St Pender, NE 68047	Burt, Cedar, Cuming, Dixon, Dodge, Dakota, Antelope, Knox, Madison, Wayne, Washington, Stanton, Thurston, and Pierce	Monday – Friday 8 am – 4:30 pm By Appointment Only	Rural, Urban
CHI Health Good Sams Safe Kids Platte Valley Seat Check Site: Midway Chevrolet Buick GMC 515 2nd Ave Kearney, NE 68847	Buffalo, Custer, Dawson, Phelps, Kearney and Sherman Counties	2nd Tuesday of the month 1:00 p.m. to 6:00 p.m. By Appointment Only	Urban, Rural, Frontier
Panhandle Public Health District 18 W 16th Street Scotts Bluff, NE 69361	Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Grant, Kimball, Morrill, Scotts Bluff, Sheridan, and Sioux	Monday through Friday 8:30 a.m. to 4:30 p.m. By Appointment Only	Urban, Rural, Frontier
Panhandle Public Health District 808 Box Butte Ave Hemingford, NE 69348	Banner, Box Butte, Cheyenne, Dawes, Deuel, Garden, Grant, Kimball, Morrill, Scotts Bluff, Sheridan, and Sioux	Monday through Friday 8:30 a.m. to 4:30 p.m. By Appointment Only	Urban, Rural, Frontier
Scottsbluff Police and Fire Seat Check Site: Scottsbluff Public Safety Bldg 1801 Ave B Scottsbluff, NE 69361	Scotts Bluff, and surrounding counties	Monday – Friday 10 am – 3 pm By appointment only	Urban, Rural, Frontier
Southeast District Health Department Safe Kids Southeast 2511 Schneider Ave Auburn, NE 68305	Johnson, Nemaha, Otoe, Pawnee, and Richardson	By appointment only	Rural
Three Rivers Public Health Department Safe Kids Three Rivers 2400 N Lincoln Ave Fremont, NE 68025	Dodge, Saunders, and Washington	Monday – Thursday 8 am – 4:30 pm Friday, 8 am – 4 pm By Appointment Only	Urban, Rural
County Served Type Source: NE DHSS			

Child Passenger Safety Technicians

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians with include:

- Child Passenger Safety CSS Purchase and Distribution

- Child Passenger Safety Training

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified CPSTs.

- Estimated total number of classes: 5
- Total number of technicians: 75

Nebraska Ad Hoc Work Group

The HSO works directly with a DSN work group consisting of 48 public, non-profit and private partners committed to using evidenced-based programs and policies to increase occupant restraint use and decrease motor vehicle crashes, deaths, and injuries. Work is carried out through educational outreach in the local communities, promotional messaging at the local level, and work with schools and law enforcement to present in the local community. The work group meets quarterly and utilizes DSN toolkits to increase education and outreach. The toolkits provide a consistent traffic safety message to increase seat belt use, reduce unintentional injury, and carry road safety messaging to our communities and across the State. DSN members apply for mini-grants to carry out occupant protection campaigns and distracted driving campaigns (using billboards, radio, digital marketing, and banners).

Teens in the Driver Seat

The HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the State to address teen crashes and occupant protection use. TDS is a teen-driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol use, speeding, distractions, nighttime driving) for this age group. Funding is provided to NE DHSS Injury Prevention to support the participation of TDS in 33 rural schools across the State. This project will aim to reduce teen crash rates and increase occupant protection use. (See page 13 for funding information)

Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned Activity Number: M2CSS-2026-12-00-00

Planned Activity Description

Funding is provided through a mini-grant agreement process for resources to support the operation of CPS inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats, and recalled seats. Every inspection station uses at least one nationally certified CPST and/or instructor. The funds provide child safety seats for rural and low-income parents/caregivers. Child safety seats will be used in local inspection station checkup events and drop-in services for the public (inspection for properly installed seats, information on the state's most recent CPS law update (2019), and checks for expired or recall issues). When needed, inspection stations will implement virtual seat checks and implement the new National Digital Check Form in cooperation with the National Safety Council and NHTSA.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low CSS Purchase/ Distribution (FAST)	\$106,000.00	\$26,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Programs for Increasing Child Restraint and Booster Seat Use – CTW, 2 stars 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes non-profits, vendors & local health departments & agencies that are car seat inspection stations.		

Planned Activity: Child Passenger Safety Training

Planned Activity Number: M2TR-2026-09-00-00

Planned Activity Description

Grant funding provided to the HSO will provide training, along with resources and Continuing Education Units (CEUs), to CPS instructors and technicians. CPSTs/instructors will provide enhanced training and offer parent education (i.e., mailings, brochures, posters, newsletters and LATCH Manuals) at the local level. Funding will be provided to support inspection stations across the State through increased capacity of CPSTs while maintaining an above-average recertification rate. Funding will also be provided for assistance, through a mini-grant process, to increase/maintain inspection stations and ensure there is always access to child safety seats for rural and low-income parents/caregivers. CPSTs are using iPads to support virtual seat checks and training at local inspection stations. Also, when appropriate, the HSO will provide funding for CPS Instructors to attend the National Lifesavers Conference.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low Training (FAST)	\$95,000.00	\$23,750.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Training for all aspects of CPS to include all listed countermeasures in all other projects. 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments & agencies.		

Planned Activity: Occupant Protection High-Visibility Enforcement

Planned Activity Number: M2HVE-2026-14-00-00

Planned Activity Description

Funding will be provided to State and local law enforcement agencies through a mini-grant contract agreement process for selective overtime occupant protection HVE, including the national and statewide CIOT mobilizations. Participating agencies will receive funding assistance for overtime salaries to increase enforcement efforts.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405b OP Low	405b Low HVE (BIL)	\$238,000.00	\$59,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW • Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW • Sustained Seat Belt Enforcement – 3 stars, CTW 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement agencies.		

Planned Activity: Occupant Protection Information System

Planned Activity Number: M2OP-2026-13-00-00

Planned Activity Description

This project will provide funding through a mini-grant process to contract with an experienced survey firm to conduct statewide scientific and statistically valid observed seat belt and child restraint surveys. This is to establish an annual baseline for measurement of changes in occupant restraint use. Funding is to support educational activities that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) by engaging with the NSP CSOs. The CSOs identify community special events, civic organizations, State and county fairs, public and private schools K-12, and athletic venues, with priority given to our Priority Counties (page 4). CSOs will utilize multiple persuader, rollover and seat belt convincer demonstration units across the State. The high school football games “Friday Night Lights” demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low OP Information System (FAST)	\$73,800.00	\$18,450.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • Mass media campaigns, communications, and outreach • Occupant protection (HVE) – 4 stars, CTW • Education on all aspects of seat belt use and other countermeasures 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors.		

Planned Activity: Occupant Protection Overtime Enforcement

Planned Activity Number: OP-2026-05-00-00

Planned Activity Description

Funding will be provided to State and local law enforcement agencies with priority given to our Priority Counties (page 4) through a mini-grant contract agreement process for selective overtime occupant protection HVE, including the national and statewide CIOT mobilizations. Participating agencies will receive funding assistance for overtime salaries to increase enforcement efforts.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Occupant Protection (BIL)	\$400,000.00	\$100,000.00	\$400,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW Sustained Seat Belt Enforcement – 3 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement agencies.		

Planned Activity: Road Safety – Employers & Employees Education

Planned Activity Number: OP-2026-37-00-00

Planned Activity Description

The National Safety Council, Nebraska Chapter, will partner with employers in targeted counties to teach each employer how to develop and implement a road safety program for their organization and increase employees' knowledge of traffic safety, which can be utilized off-the-job for themselves and their family members.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,285.00	\$20,071.25	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Employer-based programs – 3 stars, CTW		
	Subrecipients/ Organization Type	Nebraska Safety Council – a local nonprofit.		

4.6 Program Area: Distracted Driving

Description of Highway Safety Problems

The Distracted Driving program area will provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This program will provide funding for the U Drive. U Text. U Pay. national enforcement mobilization, law enforcement overtime for other distracted driver enforcement activities, and other specialty distracted driving media campaigns throughout the federal fiscal year.

This program area provides funds to the HSO for the development/creation/production/placement of distracted driving educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving, with a focus on youth 15 to 24 years of age.

Funding will be provided to State and local law enforcement agencies through a mini-grant agreement process for selective overtime enforcement to conduct special distracted driving enforcement operations targeting drivers texting while driving, otherwise using electronic communication devices behind the wheel, and who are otherwise distracted by other means. Participating agencies will receive funding assistance for overtime salaries.

The HSO will leverage funding from the NHTSA Section 405e Distracted Driving grant for projects to address distracted driving. Nebraska meets all eligibility requirements for this grant.

Countermeasures

- GDL Passenger Limits for Young Drivers – 5 stars, CTW 5-10
- High-Visibility Cell Phone Enforcement – 4 stars, CTW 5-14
- Employer Programs – 2 stars, CTW 5-17
- Public Participation and Engagement with Youth (as an over-represented group in crashes) –
 - Required by NHTSA
 - Based upon the proven success of current GDL laws, Nebraska will continue to work to strengthen its GDL laws to reflect national best practices. The HSO has been meeting with several youth groups to discuss how to communicate with young drivers on distracted and other dangerous driving behaviors. The HSO has integrated this feedback into educational programs to be implemented during the school in FY26, as well as additional meetings/engagement with youth.

405(e) Distracted Driving Grant

Nebraska meets all eligibility requirements for this grant.

Eligibility Requirement	Status
The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.	<ul style="list-style-type: none"> • Yes
The State provides sample distracted driving questions from the State's driver's license examination	<ul style="list-style-type: none"> • Yes, included with the AGA as a supplemental attachment
Youth cell phone use ban statute	<ul style="list-style-type: none"> • Yes
State viewing devices ban statute	<ul style="list-style-type: none"> • Yes

Planned Activity: Employer Distracted Driving Education Campaign

Planned Activity Number: DD-2026-38-00-00

Planned Activity Description

The National Safety Council, Nebraska Chapter, is providing an Employer Distracted Driving Education Campaign offering education and awareness in three identified target counties to reduce distracted driving of all forms. This work will be achieved through engagement with employers, employees, and employee families/community members. In addition to combating distracted driving crashes, this campaign will also aim to increase occupant restraint use. The National Safety Council, Nebraska Chapter, will provide

technical support for best practice policies to address positive driver behavior in the workforce, in employees' families, at high schools (among faculty, students, and parents), and throughout the community.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$128,000.00	\$32,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Employer Programs – 2 stars, CTW		
	Subrecipients/ Organization Type	Nebraska Safety Council – a local nonprofit.		

Planned Activity: Distracted Driving Enforcement Mini-Grants

Planned Activity Number: B8ADDLE-2026-02-00-00

Planned Activity Description

This grant provides funding to the HSO to use a mini-grant contract agreement process for special distracted driving enforcement operations targeting distracted driving. These operations may also coincide with other State and national enforcement mobilizations. Participating State and local law enforcement agencies will be provided funding assistance for the operational cost of these special enforcement activities. All of these operations will target risky driving and related actions that contribute to distracted driving-related fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405e	Distracted Driving	TBD	TBD	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	High-Visibility Cell Phone Law Enforcement – 4 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement agencies.		

4.7 Program Area: Police Traffic Services

Description of Highway Safety Problems

Quality training for law enforcement personnel on traffic safety and enforcement is vital to assure that dangerous driving associated with fatal and serious injury crashes can be detected and addressed. Law enforcement leverages crash investigation skills and a defined data reporting process to collect data about traffic crashes in the State. Police agencies also carry out enforcement initiatives, meet all related statutory requirements, and provide support for the prosecution and adjudication of offenders. This program area supports the HSO's annual traffic safety enforcement plan and provides funding to law enforcement partners to reduce traffic fatalities and serious injuries.



Countermeasures

- High-Visibility Saturation Patrols – 4 stars, CTW 1-29
- STEP Grant Program – Included in recommendations from NHTSA Management Reviews
- Law Enforcement Liaison - Included in recommendations from NHTSA Management Reviews
 - Based upon the proven success of HVE initiatives and NHTSA-required enforcement mobilizations, the HSO will continue these initiatives under this program. The HSO's LEL has been charged with increasing agency participation in enforcement activities, as well as increasing the effectiveness of traffic enforcement.

Planned Activity: Traffic Law Enforcement

Planned Activity Number: PT-2026-26-00-00

Planned Activity Description

This project provides funding for the Nebraska Law Enforcement Training Center to conduct highway safety-related courses for all local Nebraska law enforcement agencies, except Lincoln and Omaha. Courses are offered in RADAR and LIDAR Certification, Standardized Field Sobriety Testing (SFST), SFST updates, In-Car Camera operation, Crash Investigation (Basic, Intermediate, Advanced and Technical), Advanced Roadside Impaired Driving Enforcement (ARIDE), and an IMS Map360 class. The RADAR recertification is now an interactive, web-based training. This project also supports statewide training for the use of preliminary and evidentiary breath testing instruments.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Police Traffic Services (BIL)	\$112,325	\$25,962.50	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Training for all law enforcement to carry out all other countermeasures in all program areas.		
	Subrecipients/ Organization Type	Nebraska Law Enforcement Training Center – a State agency.		

Planned Activity: Special Traffic Enforcement Program (STEP)

Planned Activity Number: PT-2026-28-00-00 and M5IS-2026-05-00-00

Planned Activity Description

Funding will be provided to State and local law enforcement agencies through the STEP Grant agreement process for selective traffic overtime enforcement and to increase law enforcement participation in continuous enforcement activity throughout the year. To be eligible for STEP Grant funding, law enforcement agencies must agree to make every effort to engage in CIOT, DSOGPO, and at least one of the Winter Holiday campaigns, for a minimum 3 of the 4 annual STEP campaigns. Enforcement and local agency activities will target the specific traffic safety issues as identified in each agency's analysis of safety data. Each agency will tailor the location of STEP enforcement utilizing a data-driven approach. The use of data-driven analysis will ensure that mobilizations target the areas in each locale where traffic safety infractions are most prevalent. Special attention shall be made to a Primary Focus as outlined in each individual campaign, while increasing compliance with all Nebraska traffic safety laws.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$700,000.00	\$175,000.00	\$700,000.00
BIL ACT NHTSA 405d	Impaired Driving	\$600,000.00	\$150,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • High-Visibility Saturation Patrols – 4 stars, CTW • Enforcement of Drug-Impaired Driving – 3 stars, CTW • Sustained Seat Belt Enforcement – 3 stars, CTW • Enforcement in all program areas 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Traffic Selective Overtime Enforcement

Planned Activity Number: PT-2026-27-00-00

Planned Activity Description

Funding will be provided to State and local law enforcement agencies through a mini-grant agreement process for selective traffic overtime enforcement. These enforcement activities will require daytime and nighttime selective overtime traffic enforcement and may include CIOT participation. Law enforcement agencies must identify specific locations, time of day, and day of week for enforcement activity, as well as articulate the local footprint of fatal, A and B injury crashes. Preference will be given for our Priority Counties (see page 4). Participating agencies will receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Police Traffic Services (BIL)	\$150,000.00	\$37,500.00	\$135,000.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> • High-Visibility Saturation Patrols – 4 stars, CTW • Enforcement of Drug-Impaired Driving – 3 stars, CTW • Sustained Seat Belt Enforcement – 3 stars, CTW • Enforcement in all program areas 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Law Enforcement Liaison (LEL)

Planned Activity Number: PT-2026-42-00-00

Planned Activity Description

This grant provides funds for the HSO for contracted LEL costs, including personal services, travel expenses, and office expenses. The LEL will work closely with contracted and non-contracted partners to promote traffic safety issues and to make them aware of training and educational opportunities that are available through HSO-supported programs. These would include, but is not limited to, HVE, Traffic Occupant Protection Strategies (TOPS), Crash Reconstruction, Drug Recognition Expert (DRE) training, Advanced Roadside Impairment Driving Enforcement (ARIDE) training, and CPST/Instructor training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$80,000.00	\$20,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00

Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
Countermeasures	Training and resource education for all law enforcement to carry out all programs.		
Subrecipients/ Organization Type	Bruce Okamoto – a vendor/contractor		

4.8 Program Area: Racial Profiling Data Collection

Description of Highway Safety Problems

The HSO will provide overall general support to improve traffic records information, including traffic stops, and develop a statewide reporting system to record traffic stop information that will allow for the evaluation this data. This program area will also support a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic citation system capabilities and educate law enforcement and the public about traffic stops. Nebraska meets all eligibility requirements for the NHTSA Section 1906 grant.

Countermeasures

- Require Law Enforcement to Collect Racial Information in Traffic Stops – Required by NHTSA to qualify for 1906 funding.
- Perform analysis of Racial Data Collected – Required by NHTSA to qualify for 1906 funding.
 - Nebraska will continue to collect and analyze the traffic stop data to determine race and ethnic information. We have contracted to perform a detailed analysis of the existing data to provide better information about what training or additional education may be necessary. The HSO is also developing new programs within the project to have law enforcement engage with the local communities about traffic stops.

2901 Racial Profiling Data Collection Grant

Nebraska meets all eligibility requirements for this grant.

Eligibility Requirement	Status
Official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads	Yes, included with the AGA as a supplemental attachment

Planned Activity: Improving Data Collection Methods and Reporting

Planned Activity Number: F1906CMD-2026-01-00-00

Planned Activity Description

This HSO internal support grant will provide funding to law enforcement agencies, including rural communities, to improve citation data collection methods through information, training, and the purchase of necessary equipment.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$2,712,547.00	\$678,136.75	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Require Law Enforcement to Collect Racial Information in Traffic Stops – Required by NHTSA to qualify for 1906 funding.		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Review and Analysis of Collected Data

Planned Activity Number: F1906ER-2026-02-00

Planned Activity Description

Funding will be provided to support to a Nebraska research facility for the ongoing review and analysis of annual traffic stop data, with special emphasis on Federally-funded highway safety enforcement operations.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 1906 Prohibit Racial Profiling	1906 Evaluating Results	\$120,000.00	\$30,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Perform analysis of Racial Data Collected – Required by NHTSA to qualify for 1906 funding.		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes State agencies & vendors.		

Planned Activity: Implementing the Connecticut Model for Researching and Addressing Disparities in Traffic Stops in Nebraska Phase 2

Planned Activity Number: 1906PRRP-2026-03-00

Planned Activity Description

This project aims to address racial disparities in traffic stops in Nebraska by continuing the implementation of a model piloted in Connecticut that has been successfully adopted in other States. The project will establish an advisory board to guide the effort and secure traffic stop data from the Nebraska Crime Commission (NCC). We will analyze this data to identify racial disparities, assess contributing factors such as systemic bias and the nature of neighborhood policing, and develop strategies to mitigate these disparities, including training sessions and policy reforms. Key objectives include standardizing data collection, reviewing existing practices, and conducting empirical analyses to target agencies in need of intervention. Ultimately, the project seeks to promote transparency, equity, and collaboration in policing across Nebraska.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 1906 Prohibit Racial Profiling	1906 Evaluating Results	\$994,510	\$196,863.25	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Perform analysis of Racial Data Collected		
	Subrecipients/ Organization Type	The Nebraska Center for Justice Research (NCJR) and the School of Criminology and Criminal Justice (SCCJ) at the University of Nebraska at Omaha (UNO)		

4.9 Program Area: Speed Management

Description of Highway Safety Problems

The HSO project management team will initiate, plan, implement, manage, and evaluate project activities to reduce the incidence of speed-related fatal, A and B traffic injuries across the State and in our Priority Counties (see page 4).



Countermeasures

- High Visibility Enforcement – 4 stars, CTW 4-31
 - Due to its success, Nebraska will continue to participate in National HVE mobilizations, as well as promote individual local enforcement campaigns where necessary. The HSO's LEL has been

charged with increasing agency participation in enforcement activities, as well as increasing the effectiveness of traffic enforcement.

Planned Activity: Speed Selective Overtime Enforcement

Planned Activity Number: SC-2026-33-00

Planned Activity Description

Funding will be provided to State and local law enforcement agencies through a mini-grant agreement process for selective speed overtime enforcement. Enforcement projects will require daytime and nighttime enforcement. Preference will be given for our Priority Counties (see page 4). Law enforcement agencies must identify specific locations, time of day, and day of week for enforcement activity, as well as articulate the local footprint of fatal, A and B injury crashes. Participating agencies will receive funding assistance for overtime salaries. Agencies may include costs for enforcement equipment to enhance their ability to collect evidence of drivers speeding or exceeding posted speed limits at high crash locations. Completion of training to use such equipment in special enforcement operations will be required.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Speed Enforcement (BIL)	\$310,000.00	\$77,500.00	\$272,500.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	High Visibility Enforcement – 4 stars, CTW		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

4.10 Program Area: Traffic Records

Federal funds will be used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel, and procedures to capture, store, transmit, analyze, and interpret highway safety data.

In order to be eligible for NHTSA Section 405 (c) grant funding, Nebraska has established and maintains its Traffic Records Coordinating Committee (TRCC). A traffic records assessment was last completed in May 2021 and the Assessment Report is used to guide Section 405c project priorities both short and long term.

Countermeasures

- Maintain a Statewide Traffic Records System and demonstrate progress for improvement. - 23 CFR 1300.22(b)(3)

- Create a Statewide Traffic Records Inventory. – 2021 Traffic Records Assessment, page 6
 - Nebraska will continue efforts to date that have been proven successful to provide more accurate, complete and timely data in Nebraska’s TSIS.

405(c) State Traffic Safety Information System Improvements Grant

Nebraska meets all eligibility requirements for this grant.

Eligibility Requirement	Status
functioning traffic records coordinating committee that meets at least 3 times each year.	Yes
Meeting dates of the TRCC during the 12 months immediately preceding the application due date	<ul style="list-style-type: none"> • July 18, 2024 • October 17, 2024 • January 16, 2025 • April 17, 2025
Name of State's Traffic Records Coordinator	• Ashley Pick
Title of State's Traffic Records Coordinator	• Federal Aid Administrator II
Traffic Records Strategic Plan	Yes, included with the AGA as a supplemental attachment
Performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months	Yes, included with the AGA as a supplemental attachment

Planned Activity: Traffic Records Coordination / Training

Planned Activity Number: B3TRP-2026-16-00-00

Planned Activity Description

Grant funding will be provided to the HSO for the Federal Aid Administrator’s staff time, travel, materials, and TRCC meeting/activity expenses. This project will also allow the HSO to provide traffic records training or use the mini-grant agreement process to support TRCC members and personnel to attend traffic records meetings and workshops. Traffic records coordination and training will aid in the continued development, implementation and improvement of Nebraska’s traffic records system.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$200,000.00	\$50,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00

Countermeasures	Gathering and analyzing accurate traffic records data to perform all programs.
Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement & State agencies.

Planned Activity: Nebraska Crash Outcome Data Evaluation System

Planned Activity Number: B3RSRCH-2026-14-00-00

Planned Activity Description

Grant funding will be provided to NE DHSS to create a CODES database linking four separate databases: crash, EMS, Hospital Discharge, and death certificate data. The Crash Outcome Data Evaluation System (CODES) is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information will create a fuller picture of motor vehicle crash outcomes and projected costs of any given crash.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$225,000.00	\$56,250.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	DHHS – a State agency.		

Planned Activity: Nebraska EMS/Trauma System Data Quality Assessment and Improvement

Planned Activity Number: B3C-2026-15-00-00

Planned Activity Description

Grant funding will be provided to NE DHHS for a reliable EMS and Trauma Data link to the Crash Outcome Data Evaluation System (CODES) database. Currently, Nebraska EMS data comes from four major systems: Nebraska Ambulance and Rescue Service Information Systems (NARSIS) [paper form], eNARSIS [electronic form], the Lincoln Fire and Rescue database, and the Omaha Fire and Rescue database. The goal is to encourage EMS responders to transmit the EMS data electronically and adopt steps to assess and improve the quality of the Nebraska EMS and trauma data.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$271,000.00	\$67,750.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	DHHS – a State agency.		

Planned Activity: Nebraska EMS and E-code Data Quality Assessment and Improvement

Planned Activity Number: B3RSRCH-2026-17-00-00

Planned Activity Description

Grant funding will be provided to NE DHHS for a reliable Injury Related Hospital Discharge (E-Code) and EMS link to the Crash Outcome Data Evaluation System (CODES) database. E-Code and EMS data are two minimum data sets recommended by the U.S. Centers for Disease Control (CDC) for injury surveillance and are major information sources that public health authorities use to study injuries. The goals 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 develop quarterly and annual data quality assessment reports for the reporting hospitals.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	65,203.00	\$16,300.75	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	DHHS – a State agency.		

Planned Activity: Nebraska Injury Surveillance Improvement: Traffic Safety Data Inventory Project

Planned Activity Number: B3RSRCH-2026-18-00-00

Planned Activity Description

Grant funding will be provided to NE DHHS to develop a traffic safety data inventory. Health outcome-focused data such as Death, Hospital Discharge Data (HDD), EMS, and CODES have been used to plan and implement traffic safety programs. However, several additional data sets can possibly be integrated, such as trauma registry, traumatic brain injury (TBI), syndromic surveillance data, Behavioral Risk Factor Surveillance System (BRFSS), Youth Risk Behavior Surveillance System (YRBS), sales of alcohol, and observed seat belt use data. Moreover, several recently emerged data sources are also promising, such as Electronic Health Records, rehab/disability, social media, web surveys, and many other traffic safety related data sets. Social Determinants of Health (SDOH) are also much-needed information to understand the contributing factors to traffic safety concerns. The current inventory of data sources include the crash data, HDD, EMS, Death Certificate data, and DMV data. The goals of this project are to add at least one more data set for use in the Racial Profiling Data Collection Program Area. and to develop a more complete, accurate, and up-to-date inventory of data sources related to traffic safety in the State, by September 30, 2026.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$65,203.00	\$16,300.75	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	DHHS – a State agency.		

Planned Activity: Traffic Records

Planned Activity Number: TR-2026-30-00-00

Planned Activity Description

This HSO internal support grant project will assist the HSO and other State and local agencies to be able to upgrade and improve accessibility to traffic record files. This support project will also assist in the linkage and automation of other critical databases, such as the Crash Records File, to provide improved and more accurate information for goal setting and problem statements, ultimately to support programs to reduce motor vehicle fatalities and injuries. Upgrading the traffic records system will continue to resolve inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and outdated technology. The project also provides the

HSO with a mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Traffic Records (BIL)	\$215,000.00	53,750.00	\$107,500.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Traffic Records Training

Planned Activity Number: B3SP-2026-20-00-00

Planned Activity Description

Grant funding will be provided to the HSO for costs associated with training travel, materials, and instructor activities expenses. The primary objective of this project is to support traffic records improvements and provide funding for training for law enforcement, EMS, judicial, prosecutorial, and traffic records professionals. A specific goal is to enhance training for law enforcement on the accurate and timely collection and submission of crash data. Additional training sessions may be incorporated to provide technical assistance and address updates in data management systems.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$100,000.00	\$25,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement.		

Planned Activity: Traffic Records Reporting

Planned Activity Number: B3RPTE-2026-21-00-00

Planned Activity Description

Grant funding will be provided to the HSO to support costs for external research agencies to conduct comprehensive studies and analysis on emerging traffic records topics. The goal of this project is to strengthen the HSO's safety programs by incorporating up-to-date data and insights into evidenced-based decision making and public awareness campaigns.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$100,000.00	\$25,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes State agencies, vendors & local health departments & agencies.		

Planned Activity: Research and Improvement of Traffic Records Systems

Planned Activity Number: B3RSRCH-2026-22-00-00

Planned Activity Description

Grant funding will be provided to the HSO to conduct research to improve State traffic safety information systems by enhancing the processes of defining, collecting, and reporting traffic safety data. The focus is on developing programs that improve the key traffic records performance measures—timeliness, accuracy, completeness, uniformity, integration, and accessibility—of core traffic records databases. By ensuring that data entered into these systems is reliable, consistent, and easily accessible, the project will enable better decision-making and support traffic safety initiatives.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$100,000.00	\$25,000.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		

**Subrecipients/
Organization Type** Internal Project

Planned Activity: Nebraska State Patrol - TRACS

Planned Activity Number: B3SA-2026-19-00-

Planned Activity Description

Grant funds will be provided to the NSP to support the continued development of the TraCS RMS and eCrash/eCitation reporting software. This funding is for salary and benefits associated with an IT Business Analyst position. The goal of this project is to reduce the average amount of time from a crash to the data being submitted to NEDOT by 10% from the average for calendar year 2023 (5.31 days) to 4.779 days. The goal will be achieved by minimizing the amount of effort for law enforcement officers to complete the necessary forms.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	Traffic Records (BIL)	\$84,875.00	\$21,218.75	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.		
	Subrecipients/ Organization Type	Nebraska State Patrol – a State agency.		

TRCC Membership

TRCC members by name, title, organization and the core safety database represented include:

Nebraska Traffic Records Coordinating Committee				Revised 1/14/25
Name	System	Agency	E-mail address	Committee
Anshasi, Abe	Roadway	Federal Highway Administration	Abe.anshasi@dot.gov	Technical TRCC
Bartlett, Aaron	NHTSA Region 7	National Highway Traffic Safety Administration	Aaron.bartlett@dot.gov	Technical TRCC
Beedie, Cathy	Driver/Vehicle	Nebraska Department of Motor Vehicles	Cathy.beedie@nebraska.gov	Technical TRCC/ Contributor
Bell, Jennifer	Roadway	Federal Motor Carrier Safety Administration	Jennifer.bell@nebraska.gov	Technical TRCC
Bellefeuille, Stacy	Citation/Adjudication	Nebraska Crime Commission	Stacey.bellefeuille@nebraska.gov	Technical TRCC/ Contributor
Bigham, Drew	Citation/Adjudication	Nebraska Crime Commission	Drew.bigham@nebraska.gov	Technical TRCC/ Contributor
Brooks, Bobbi	Roadway	Nebraska Department of Transportation	Bobbi.brooks@nebraska.gov	Technical TRCC
Buldoc, Colonel John	Citation/Adjudication	Nebraska State Patrol	John.bolduc@nebraska.gov	Executive Committee
Butler, Don	Roadway	Nebraska Department of Transportation	Don.butler@nebraska.gov	Technical TRCC
Caradori, Captain Sea	Citation/ Adjudication	Nebraska State Patrol	Sean.caradori@nebraska.gov	Technical TRCC
Carnes-Woutzke, Nicole	Citation/Adjudication	Nebraska Crime Commission	Nicole.carneswoutzke@nebraska.gov	Technical TRCC/ Contributor
Ceyhan, Can	Injury Surveillance	Department of Health and Human Services	Can.ceyhan@nebraska.gov	Technical TRCC
Coatney, Matt	Driver/Vehicle	Nebraska Department of Motor Vehicles	Matt.coatney@nebraska.gov	Technical TRCC/ Contributor
Denton, Martin	Citation/Adjudication	Nebraska State Patrol Captain	Martin.denton@nebraska.gov	Technical TRCC
Dostal, Shane	Roadway	Lincoln Public Works	sdostal@lincoln.ne.gov	Technical TRCC
Halloran, Jeff	NHTSA Region 7	National Highway Traffic Safety Administration	Jeff.halloran@dot.gov	Technical TRCC
Hood, John	Crash	Nebraska Department of Transportation	John.hood@nebraska.gov	Technical TRCC
Johnson, Betty	Driver/Vehicle	Nebraska Department of Motor Vehicles	Betty.johnson@nebraska.gov	Technical TRCC/ Contributor
Keniston, Kimberly	Citation/Adjudication	Nebraska State Patrol	Kimberly.keniston@nebraska.gov	Technical TRCC/ Contributor
Khattak, Aemal	Injury Surveillance	University of Nebraska - Lincoln	khattak@unl.edu	Technical TRCC/ Contributor
Koch, Alison	Roadway	Federal Highway Administration	Alison.koch@dot.gov	Technical TRCC
Lackey, Ken	Driver/Vehicle	Nebraska Department of Motor Vehicles	Kenneth.lackey@nebraska.gov	Technical TRCC

Nebraska Traffic Records Coordinating Committee				Revised 1/14/25
Name	System	Agency	E-mail address	Committee
Li, Lifeng	Injury Surveillance	Department of Health and Human Services	Lifeng.li@nebraska.gov	Technical TRCC/ Contributor
Li, Qianqian	Injury Surveillance	Department of Health and Human Services	Qianqian.li@nebraska.gov	Technical TRCC/ Contributor
Lucas, Charlie	Citation/Adjudication	Nebraska State Patrol	Charlie.lucas@nebraska.gov	Technical TRCC/ Contributor
Lund, Nolan	Roadway	NDOT - Intermodal Planning	Nolan.lund@nebraska.gov	Technical TRCC/ Contributor
McVey, Greg	TRCC	NDOT Highway Safety Office	Greg.mcvey@nebraska.gov	Technical TRCC/ Contributor
Medinger, Sue	EMS/Injury	Department of Health and Human Services	Sue.medinger@nebraska.gov	Technical RCC
Neemann, Matt	Roadway	Nebraska Department of Transportation	Matt.neemann@nebraska.gov	Technical TRCC
Maytum, Lt. Mike	Citation/Adjudication	Nebraska State Patrol	Mike.maytum@nebraska.gov	Technical TRCC
Moy, Walter	Highway Inventory	Nebraska Department of Transportation	Walter.moy@nebraska.gov	Technical TRCC/ Contributor
Ngochoch, Andrew	Statewide Trauma Registry	Department of Health and Human Services	Andrew.ngochoch@nebraska.gov	Technical TRCC
Nguyen, Nam	Roadway	NDOT - Intermodal Planning	Nam.nguyen@nebraska.gov	Technical TRCC
Owings, Sean	Crash	Nebraska Department of Transportation	Sean.owings@nebraska.gov	Technical TRCC/ Contributor
Pavel, Kerry	Citation/Adjudication	Nebraska Crime Commission	Kerry.pavel@nebraska.gov	Technical TRCC
Pelowski, Major Jeff	Citation/Adjudication	Nebraska State Patrol	Jeff.pelowski@nebraska.gov	Technical TRCC
Pester, Michelle	Citation/Adjudication	Nebraska Crime Commission	Michelle.pesther@nebraska.gov	Technical TRCC/ Contributor
Pick, Ashley	TRCC	NDOT Highway Safety Office	Ashley.pick@nebraska.gov	Technical TRCC/ Coordinator
Qu, Ming	Injury Surveillance	Department of Health and Human Services	Ming.qu@nebraska.gov	Technical TRCC/ Contributor
Quintana-Zinn, Felicia	Injury Surveillance	Department of Health and Human Services	Felicia.quintana-zinn@nebraska.gov	Technical TRCC/ Contributor
Reynolds, Crystal	Citation/Adjudication	Nebraska State Patrol	Crystal.reynolds@nebraska.gov	Technical TRCC/ Contributor
Sidhu, Savita	Injury Surveillance	Department of Health and Human Services	Savita.sidhu@nebraska.gov	Technical TRCC/ Contributor
Smith, Shane	Citation/ Adjudication	Nebraska Supreme Court - Court Services	Shane.smith@nejudicial.gov	Technical TRCC
Spanke, Monica	Citation/ Adjudication	Nebraska State Patrol	Monica.spanke@nebraska.gov	Technical TRCC/ Contributor

Nebraska Traffic Records Coordinating Committee				Revised 1/14/25
Name	System	Agency	E-mail address	Committee
Thurber, Zachery	Roadway	Nebraska Department of Transportation	Zachery.thurber@nebraska.gov	Technical TRCC/ Contributor
Tribolet, Casey	Citation/Adjudication	Administrative Office of Courts & Probation	Casey.tribolet@nejudicial.gov	Technical TRCC
Velte, Sergeant Sean	Citation/Adjudication	Nebraska State Patrol	Sean.velte@nebraska.gov	Technical TRCC
Vierk, Ed	Citation/Adjudication	Attorney General's Office	Ed.vierk@nebraska.gov	Technical TRCC
Wagner, Sheriff Terry	Citation/Adjudication	Lancaster County Sheriff's Office	twagner@lancaster.ne.gov	Executive Committee
Wilson, Tim	EMS/Injury	Department of Health and Human Services	Tim.wilson@nebraska.gov	Technical TRCC/ Contributor
Wolfe, Lisa	Driver/Vehicle	Nebraska Department of Motor Vehicles	Lisa.wolfe@nebraska.gov	Technical TRCC
Zhang, Yongjun	Injury Surveillance	Department of Health and Human Services	Yongjun.zhang@nebraska.gov	Technical TRCC

4.11 Program Area: Motorcycle Safety

Motorcycle Safety Education

The NE DMV has adopted as its basic motorcycle education course, the Motorcycle Safety Foundation (MSF) beginning rider course (with updates), entitled “MSF: Basic Rider Course” (BRC). The BRC is based on years of scientific research and field-testing since 1974. This course provides for a minimum of 18 hours of motorcycle instruction with at least 3 hours of computer-based training, 5 hours of classroom instruction, and at least 10 hours of actual range time riding motorcycles. The course integrates classroom instruction and range riding such that concepts learned in the classroom instruction are applied to and practiced on the range. The basic course includes the following topics:

- Key behavioral and cognitive aspects associated with safely operating a motorcycle.
- Facilitated discussions on topics such as perception, peripheral vision, visual acuity, reaction time, the effects of aging, crash avoidance tactics, common traffic scenarios, curve strategies, distracted riding, and effects of impaired riding (alcohol and/or drugs).
- Location and operation of the controls and pre-ride procedures.
- Balance and control of the motorcycle at varied speeds.
- Riding skills and evasive maneuvers (accelerating, braking, cornering, swerving, and crossing an obstacle).
- Use of safety equipment and wear of proper riding gear.
- Effects of alcohol and drugs while operating a motorcycle.

Visit the [Motorcycle Safety Foundation](#) for additional details.

Successful completion the courses will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Completion of the course also allows riders to waive the requirement to wear a helmet when riding a motorcycle.

The HSO partners with the NE DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates.

The NE DMV is statutorily required to conduct compliance audits of the courses provided, the course sponsors, the range facilities, and the actions of individual instructors for compliance with the State Motorcycle Safety Education Act rules and regulations established by DMV.

The HSO provides NE DMV with grant funding assistance so that the agency is able to increase the number and frequency of such compliance audits to assure the quality and consistency of the motorcycle safety instruction that is offered. The HSO and NE DMV jointly participate as Nebraska’s members of the State Motorcycle Safety Association (SMSA) in order to remain informed on rider training best practices and emerging issues.

Countermeasures:

- Motorcycle Rider Training – 2 stars, CTW 6-16
 - Based upon the proven success of the motorcycle training program, Nebraska will continue to promote the training and maintain it as a minimum requirement for riders who choose not to wear a helmet. The HSO will continue to work with the large group of advocates to reinstate the all-rider helmet law that was reduced in 2024.

405(f) Motorcyclist Safety Grant

Nebraska meets all eligibility requirements for this grant.

Eligibility Requirement	Status
Motorcycle Rider Training Course	Yes
State authority agency over motorcyclist safety issues	NE DMV
State authority head name/title	Rhonda Lahm, Director
Introductory rider curricula approved by the designated State authority and adopted by the State	Yes
Approved Curricula	Yes, the NE DMV has adopted as its basic motorcycle education course the MSF beginning rider course entitled “MSF: Basic Rider Course” (BRC) (described above).
Certification: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.	Yes
A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted	Yes, see below
Motorcyclist Awareness Program	Yes
State authority agency over motorcyclist safety issues	NE HSO
State authority name/title	Ryley Egger, Administrator
Certification: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.	Yes
Performance measures and corresponding performance targets developed for motorcycle awareness	Yes, see below
Demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision	Yes, see below

Motorcycle Rider Training Courses: Below are the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each county or subdivision according to official State motor vehicle records. At least one motorcycle rider training course will be provided in counties or subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles	Additional Counties in Proximity	Number of registered motorcycles
Adams	973	Hall	1,626
Buffalo	1,539	Dawson	599
Dakota	503		
Douglas	8,883	Dodge & Washington	2,135
Lancaster	6,083	Gage & Seward	1,269
Lincoln	1,366		
Madison	1,216	Platte	866
Sarpy	4,510	Saunders	871
State Total	49,670	Total	65%

Source: NE DMV, 2024

The eight counties where training is conducted in Nebraska represent 50% of the registered motorcycles as shown in the above chart, but those trainings are in close proximity to additional counties where many attendees live.

Performance Measures and Targets for Motorcyclist Safety: The THSP provided the following performance measure and target for motorcyclist safety:

- C-7 Number of motorcyclist fatalities (FARS)
 - To decrease the increasing trend for motorcyclist fatalities by maintaining a constant trend of 26 (5 year rolling average in 2018-2022) through December 31, 2024, and through December 31, 2026.

High-Motorcycle Crash Counties: Below are counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Total # of MC injury crashes in Nebraska involving another motor vehicle, 2019 - 2024

County	2019	2020	2021	2022	2023	2024
Douglas	70	73	77	39	77	78
Lancaster	63	46	47	52	46	61
Sarpy	13	14	10	16	11	8
Hall	5	8	8	9	11	6
Lincoln	5	5	7	8	5	3
Dodge	10	6	2	6	2	4
Scotts Bluff	8	4	2	4	6	6
Buffalo	2	5	3	5	7	7
Madison	3	2	7	2	3	5
Adams	3	2	3	4	1	2
Red Willow	2	2	3	3		1
Washington		2	2	3	3	2
Dawson	2	2		1	4	2
Box Butte		2	3	2	1	1
Cass	3	2	2	1		4
Gage	4		3	1		1
Seward	2	3	1	1	1	6
Hamilton		3	1	2	1	6
Keith		3			3	1
Total Statewide	199	188	195	170	202	215

Nebraska Motorcycle Rider Training

Planned Activity: Motorcycle Training Assistance

Planned Activity Number: M11MT-2026-02-00-00

Planned Activity Description

This grant will provide funding for the HSO to use a mini-grant agreement process for State agencies and local entities to support/enhance motorcycle rider/instructor training.

Motorcycle rider training is carried out from April – October in nine target locations that include our Priority Counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2026, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the BRC.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$50,000.00	\$12,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	Motorcycle Rider Training – 2 stars, CTW		
	Subrecipients/ Organization Type	Department of Motor Vehicles – a State agency.		

July 2025–July 2026 Motorcycle Safety Course Schedule

Abby's 3-2-1 Motorcycle Training LLC Western Nebraska Community College- Scottsbluff									
2025	7/9-10	7/19-20	7/26-27	8/19-10	8/23-24	9/13-14	10/4-5	10/11-12	
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
Buffalo County Nebraska Safety Center- University of Nebraska - Kearney									
2025	7/12-13 9/27-28	7/19-20 10/11-12	8/2-3	8/9-10	8/16-17	8/23-24	9/6-7	9/13-14	9/20-21
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
Dakota County Western Iowa Tech Motorcycle Training , LLC									
2024	7/11-13	8/8-10	8/15-17	9/5-7	9/12-14	10/3-5	10/10-12		
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
Douglas County – Dillion Brothers Harley-Davidson - Omaha									
2024	7/1-3	7/5-6	7/10-13	7/17-20	7/23-26	7/16-18	7/37-8/2-3	8/7-10	8/12-14
	8/13-17	8/21-24	8/28-31	8/27-29	9/2-4	9/4-7	9/10-14	9/18-21	9/23-25
	9/25-28	10/2-5	10/9-12	10/14-16	10/16/19	10/23-26			
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
Lancaster County – Frontier Harley-Davidson - Lincoln									
2025	7/1-3	7/3-6	7/15-17	7/18-20	7/22-24	7/31-8/3	8/5-7	8/8-10	8/12-14
	8/19-21	8/22-24	8/28-31	9/4-7	9/9-11	9/9/16-18	9/19-21	9/23-25	10/2-5
	10/7-9	10/14-16	10/16-19	10/23-26					
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
Madison County – Northeast Community College - Norfolk									
2025	7/12-13	7/26-27	8/2-3	8/16-17	9/6-7	9/20-21	10/4-5		
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
Mid Plains Community College- North Platte									
2025	7/12-13	7/19-20	7/26-27	8/9-10	8/23-24	9/6-7	9/20-21		
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
Sarpy County Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue									
2025	7/5-6	7/11-13	7/12-13	7/18-20	7/19-20	7/25-27	7/26-27	8/1-3	8/2-3
	8/8-10	8/9-10	8/15-17	8/16-17	8/22-24	8/23-24	8/29-31	8/30-31	9/5-7
	9/12-14	9/13-14	9/19-21	9/20-21	9/26-28	9/27-28	10/3-5	10/4-5	10/10-12
	10/25-27	10/26-27	11/2-3						
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA
UNK Kearney NE									
2025	7/12-13 9/27-28	7/19-20 10/11-12	8/2-3	8/9-10	8/16-17	8/23-24	9/6-7	9/13-14	9/20-21
2026	NA	NA	NA	NA	NA	NA	NA	NA	NA

Planned Activity: Motorcycle Public Information and Education

Planned Activity Number: M11MA-2026-01-00-00

Planned Activity Description

The HSO will use a variety of media (print, digital, broadcast and social) to raise awareness, inform the motoring public, and support national campaigns: Motorcycle Awareness Month in May, and “Share the Road” and “Ride for life” campaigns in target counties and across the State. The HSO will work with the Impaired Driving Task Force, Nebraska Community Collective, and DSN members to provide mini-grant funding to target counties to increase public education and awareness around helmet use and motorcycle safety on the roads. Our

engagement partners (safety councils, local health departments, law enforcement, DHHS Injury Prevention, and the Brain Injury Alliance of NE) will support messaging and provide additional education through newsletters, electronic mailings and social media. The bulk of the campaign initiatives will be conducted during the heaviest riding season (March – November).



Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$75,000.00	\$18,750.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments & agencies.		

4.12 Program Area: Preventing Roadside Deaths

This funding will assist in reducing crashes involving NE DOT, Police, Fire, and EMS vehicles parked at the roadside and in construction areas, thus reducing the number of pedestrian roadside deaths and injuries. First responders and NE DOT employees are at high risk of being involved in crashes and receiving significant or fatal injuries as pedestrians. Data demonstrates that increasing emergency lighting on emergency vehicles achieves limited effectiveness in ensuring motorist compliance with NE DOT's Move Over, Slow Down initiative.

For vehicle warning systems to be effective, warnings must be conspicuous and visible to vehicle operators. As an alerting solution, emergency lights function as a short-range visual warning method with no direct connection to an approaching driver. Digital alerting functions as a medium-range warning method delivered digitally from equipped responder vehicles directly to motorists inside their vehicles. Alerts are received inside vehicles through a growing number of systems, including popular vehicle and application navigation systems. Many of these systems require no specific actions or registrations from motorists for alerts to be received.

Digital alerting reduces the likelihood of a collision with roadside responders by giving motorists critical additional time to identify upcoming hazards. Additional seconds of advance warning are critical to saving lives, and digital alerts provide up to 30 seconds of advance warning.

Nebraska will deploy digital alerting technology as a software service to NE DOT, Police, Fire, and EMS. Equipping vehicles with the ability to send digital alerts to approaching vehicles will provide the advance notice necessary to reduce roadside pedestrian deaths and injuries. Programmatic monitoring will be captured in monthly reports demonstrating performance indicators including total number of drivers that were alerted and incidents responded to.

405(h) Preventing Roadside Deaths Grant

Nebraska meets all eligibility requirements for this grant.

Eligibility Requirement	Status
Plan describing the method by which the State will use grant funds	Yes

Planned Activity: Digital Alerting Countermeasure Grants

Planned Activity Number: M12BDAT-2026-01-00-00

Planned Activity Description

The project will reduce roadside crashes by promoting awareness of NE DOT's Move Over, Slow Down initiative and support costs for equipping NE DOT, Police, Fire, and EMS vehicles that operate at the roadside with digital alerting technology. This technology will provide early warning to drivers operating approaching vehicles. Digital alerting technology differs from all past methods utilized to notify a driver of an approaching hazard by bringing the alert to within the vehicle to gain the drivers attention. Digital alerting has

been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside scenes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405h	Digital Alerting (BIL)	\$150,000.00	\$37,500.00	\$0.00
	Planning and Administration Costs?	No	Amount?	\$0.00
	Promised Project/ Requirements of 1300.41(b)	No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> Communications on Outreach and Distracted Driving 		
	Subrecipients/ Organization Type	Refer to Subrecipient list (Section 5.0), this project includes law enforcement, non-profits, State agencies, vendors & local health departments & agencies.		

5. Subrecipient List

This list includes all anticipated subrecipients for FFY 2026.

Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	County/Local Government Agencies	Vendors	Local Health Departments & Agencies
Adams County Sheriff's Office	Lexington Police Department	Blue Valley CAP	Nebraska Attorney General	City and County Fire and EMS Departments	1011 KOLN	Boone County Health Center
Albion Police Department	Lincoln County Sheriff's Office	Brain Injury Alliance of Nebraska	NDOT Print Shop	Douglas County Attorney's Office	Alcohol CounterMeasure Systems	Central District Health Department
Alliance Police Department	Lincoln Police Department	Central Nebraska CAP	Nebraska Crime Commission	Hastings Fire Department	AllOverMedia	Clay County Health Department
Antelope County Sheriff's Office	Logan County Sheriff's Office	Collegiate Prevention Alliance	Nebraska DHHS	Lincoln Fire Department	Alpha Media	Dakota County Health Department
Arthur County Sheriff's Office	Loomis Police Department	Cornhusker Driving School	Nebraska DMV	Local Public Schools	Amanda Ablott	Douglas County Health Department
Ashland Police Department	Loup County Sheriff's Office	Cornhusker Driving School	Nebraska Law Enforcement Training Center	McCook Fire Department	Amy Borg	East Central District Health Department
Atkinson Police Department	Lyman Police Department	Eastern Nebraska CAP	Nebraska State Fair	Scottsbluff Police and Fire	Applied Concepts Inc.	Elkhorn Logan Valley Health Department
Aurora Police Department	Lyons Police Department	GHSA	Nebraska State Patrol		Aerial McNeil	Four Corners Health Department
Bancroft Police Department	Madison County Sheriff's Office	Lancaster-Saunders CAP	Nebraska State Patrol Crime Laboratory		Arrowhead Scientific	Lincoln/Lancaster County Health Department
Banner County Sheriff's Office	Madison Police Department	MADD	Nebraska Supreme Court's Judicial Branch Education Division or other Nebraska judicial training entities		Artillery Media	Loup Basin Public Health Department
Battle Creek Police Department	McCook Police Department	Mid-Nebraska CAP	The Nebraska Center for Justice Research (NCJR) and the School of Criminology and Criminal Justice (SCCJ) at the University of Nebraska at Omaha (UNO)		Avera St. Anthony's	North Central District Health Department (NCDHD)
Bayard Police Department	McPherson County Sheriff's Office	National Safety Council - Nebraska	UNL Office of Sponsored Programs		Brodstone Healthcare	Northeast Nebraska Public Health Department
Beatrice Police Department	Mead Police Department	NE School Activities Association	UNL BOSR		Bruce Okamoto	Panhandle Public Health District
Beemer Police Department	Meadow Grove Police Department	Nebraska Safety Center	UNL-MERC		Cara Filler	Polk County Health Department
Bellevue Police Department	Merrick County Sheriff's Office	Nebraska Safety Council			CHI Health Creighton University Medical Center-Bergan Mercy	Public Health Solutions District Health Department
Bennington Police Department	Metropolitan Community College Police	Nebraska Sheriffs' Association			CHI Health St Francis	Red Willow County Health Department
Blaine County Sheriff's Office	Milford Police Department	Nebraska Sports Council			CHI Health Good Sams	Santee Health and Wellness Center
Blair Police Department	Minatare Police Department	Northeast Nebraska CAP			Children's Nebraska	Sarpy/Cass Health Department

Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	County/Local Government Agencies	Vendors	Local Health Departments & Agencies
BNSF Railway Company	Minden Police Department	Northwest Nebraska CAP			City of York/Holthus CC	Scotts Bluff County Health Department
Boone County Sheriff's Office	Mitchell Police Department	Project Extra Mile			CMI Inc	South Heartland District Health Department
Box Butte County Sheriff's Office	Morrill County Sheriff's Office	SADD			Community Hospital	Southeast District Health Department
Boyd County Sheriff's Office	Morrill Police Department	Safe Kids Douglas County			Decatur Electronics	Southwest Nebraska Public Health Department
Boys Town Police Department	Nance County Sheriff's Office	Safe Kids Lincoln Lancaster County			Diamedical	Three Rivers Health Department
Broken Bow Police Department	Nebraska City Police Department	Safe Kids Nebraska			Embassy Suites	Two Rivers Public Health Department
Brown County Sheriff's Office	Nebraska State Patrol	Safe Kids North Central			Fairfield Inn Papillion	West Central District Health Department
Buffalo County Sheriff's Office	Neligh Police Department	Safe Kids Platte Valley			Fairfield Inn Scottsbluff	Winnebago Public Health Department
Burt County Sheriff's Office	Nemaha County Sheriff's Office	Safe Kids South Central			Flood Communications	
Burwell Police Department	Newcastle Police Department	Safe Kids Southeast			Franciscan Healthcare	
Butler County Sheriff's Office	Newman Grove Police Department	Safe Kids Three Rivers			Hampton Inn Kearney	
Cass County Sheriff's Office	Niobrara Police Department	Southeast Nebraska CAP			Holiday Inn Exp. North Platte	
Cedar County Sheriff's Office	Norfolk Police Division	Teens in the Driver Seat			Holiday Inn Express Lincoln	
Central City Police Department	North Platte Police Department	Western Nebraska CAP			Holiday Inn Express Omaha West	
Ceresco Police Department	Nuckolls County Sheriff's Office				Hometown Family Radio	
Chadron Police Department	Oakland Police Department				Hurrdat	
Chase County Sheriff's Office	Odell Police Department				Hurrdat	
Cherry County Sheriff's Office	Ogallala Police Department				iHeart	
Cheyenne County Sheriff's Office	Omaha Nation Law Enforcement				Intoximeters Inc	
Clarks Police Department	Omaha Police Department				Jenn Keller	
Clarkson Police Department	O'Neill Police Department				JoDon	
Clay Center Police Department	Ord Police Department				Joe Abrusci	
Clay County Sheriff's Office	Osmond Police Department				Kate Kunz	
Coleridge Police Department	Otoe County Sheriff's Office				KEQ Language Services	
Colfax County Sheriff's Office	Papillion Police Department				Kerry's Catering	
Columbus Police Department	Pawnee County Sheriff's Office				Kristen Luethke	
Cozad Police Department	Pender Police Department				Kristi Capek	
Creighton Police Department	Perkins County Sheriff's Office				Kustom Signals	

Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	County/Local Government Agencies	Vendors	Local Health Departments & Agencies
Crete Police Department	Phelps County Sheriff's Office				Lamar	
Culbertson Police Department	Pierce County Sheriff's Office				Laura Osborne	
Cuming County Sheriff's Office	Pierce Police Department				Learfield	
Custer County Sheriff's Office	Plainview Police Department				LinCKS/Great Plains Health Foundation	
Dakota County Sheriff's Office	Platte County Sheriff's Office				Lincoln Journal Star	
David City Police Department	Plattsmouth Police Department				Lincoln Pro Baseball	
Dawes County Sheriff's Office	Polk County Sheriff's Office				Lynn Peavey	
Dawson County Sheriff's Office	Polk Police Department				M3 Motivational Concepts	
Decatur Police Department	Ponca Police Department				Mary Lanning Hospital	
Deuel County Sheriff's Office	Ralston Police Department				Melanie Hortsman	
Dixon County Sheriff's Office	Randolph Police Department				Mercury Child Source	
Dodge County Sheriff's Office	Ravenna Police Department				Midlands Auto Show	
Dodge/Snyder Police Department	Red Willow County Sheriff's Office				Midway Chevrolet Buick GMC	
Douglas County Sheriff's Office	Richardson County Sheriff's Office				MPH Industries	
Dundy County Sheriff's Office	Rock County Sheriff's Office				Mundo Latino	
Emerson Police Department	Saline County Sheriff's Office				National Patent Antilytic Systems	
Ewing Police Department	Santee Police Department				NRG Broadcast House	
Exeter Police Department	Sargent Police Department				Omaha Beef Football	
Fairmont Police Department	Sarpy County Sheriff's Office				Omaha Lancers Hockey	
Falls City Police Department	Saunders County Sheriff's Office				Omaha Storm Chasers	
Fillmore County Sheriff's Office	Schuyler Police Department				Omaha World Herald	
Franklin County Sheriff's Office	Scotts Bluff County Sheriff's Office				OOH Squad	
Franklin Police Department	Scottsbluff Police Department				Playfly	
Fremont Police Department	Scribner Police Department				Pleasure your Palate Catering	
Friend Police Department	Seward County Sheriff's Office				Police Officers Association of NE	
Frontier County Sheriff's Office	Seward Police Department				RedThread	
Furnas County Sheriff's Office	Shelton Police Department				Revive Media Inc	
Gage County Sheriff's Office	Sheridan County Sheriff's Office				Rixstine Recognition	

Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	County/Local Government Agencies	Vendors	Local Health Departments & Agencies
Garden County Sheriff's Office	Sherman County Sheriff's Office				Sayward Klinginsmith	
Garfield County Sheriff's Office	Sidney Police Department				Scott Eveland	
Gering Police Department	Sioux County Sheriff's Office				Star City Hockey	
Gordon Police Department	South Sioux City Police Department				The Ticket	
Gosper County Sheriff's Office	Spalding Police Department				Travis Hedlund	
Gothenburg Police Department	St. Edward Police Department				Universal Services Info. Truescope	
Grand Island Police Department	St. Paul Police Department				UNL Jacht Club	
Grant County Sheriff's Office	Stanton County Sheriff's Office				Valentinos	
Greeley County Sheriff's Office	Superior Police Department				Western Pioneers Baseball club	
Hall County Sheriff's Office	Sutton Police Department				Younes Hospitality	
Hamilton County Sheriff's Office	Tekamah Police Department				Multiple other hotels	
Harlan County Sheriff's Office	Thayer County Sheriff's Office				Multiple other Nebraska media outlets	
Harvard Police Department	Thomas County Sheriff's Office					
Hastings Police Department	Thurston County Sheriff's Office					
Hayes County Sheriff's Office	Tilden Police Department					
Hemingford Police Department	University of Nebraska-Kearney-Public Safety					
Henderson Police Department	University of Nebraska-Lincoln Police Department					
Hildreth Police Department	University of Nebraska-Omaha Police Department					
Hitchcock County Sheriff's Office	Valentine Police Department					
Holdrege Police Department	Valley County Sheriff's Office					
Holt County Sheriff's Office	Valley Police Department					
Hooker County Sheriff's Office	Verdigre Police Department					
Hooper/Uehling Police Department	Wahoo Police Department					
Howard County Sheriff's Office	Walthill Police Department					
Howells Police Department	Washington County Sheriff's Office					
Humphrey Police Department	Waterloo Police Department					
Imperial Police Department	Wausa Marshal's Office					
Jefferson County Sheriff's Office	Wayne County Sheriff's Office					

Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	County/Local Government Agencies	Vendors	Local Health Departments & Agencies
Johnson County Sheriff's Office	Wayne Police Department					
Kearney County Sheriff's Office	Webster County Sheriff's Office					
Kearney Police Department	West Point Police Department					
Keith County Sheriff's Office	Wheeler County Sheriff's Office					
Keya Paha County Sheriff's Office	Winnebago Tribal Police Department					
Kimball County Sheriff's Office	Wisner Police Department					
Kimball Police Department	Wymore Police Department					
Knox County Sheriff's Office	York County Sheriff's Office					
La Vista Police Department	York Police Department					
Lancaster County Sheriff's Office	Yutan Police Department					
Laurel Police Department						
Leigh Police Department						

Appendix A to Part 1300—Certification and Assurances for Highway Safety Grants

APPENDIX A TO PART 1300—CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94).

NOTE: The complete Appendix A to Part 1300—Certification and Assurances for Highway Safety Grants was submitted electronically to NHTSA.

Appendix B to Part 1300—Application Requirements for Section 405 And Section 1906 Grants

For FFY2026, Nebraska is applying for the following 405 incentive grants programs:

- Part 1—Occupant Protection (23 CFR 1300.21).
- Part 2—State Traffic Safety Information System Improvements (23 CFR 1300.22).
- Part 3—Impaired Driving Countermeasures (23 CFR 1300.23).
- Part 6—Distracted Driving (23 CFR 1300.24).
- Part 7—Motorcyclist Safety (23 CFR 1300.25).
- Part 9—Preventing Roadside Deaths (23 CFR 1300.27).
- Part 11—Racial Profiling Data Collection Grants (23 CFR 1300.29)

APPENDIX B TO PART 1300—APPLICATION REQUIREMENTS FOR SECTION 405 AND SECTION 1906 GRANTS.

NOTE: The complete Appendix B to Part 1300—Application Requirements for Section 405 and 1906 Grants was submitted electronically to NHTSA.

6. Supplemental Documents

Attachment A: Traffic Records System Plan 2022-2026

Attachment B: Traffic Records Section 405(c) Interim Progress Report

Attachment C: Impaired Driving Task Force Plan 2025

Attachment D: Distracted Driving Questions

Attachment E: Section 1906 Racial Profiling Information

NEBRASKA TRAFFIC RECORDS SYSTEM PLAN

FY2022 – FY2026



**Prepared by Nebraska's Traffic Records
Coordinating Committee**

June 10, 2025

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I. Executive Summary

Traffic safety data is the primary source of information about the traffic safety environment, human behavior, and vehicle performance. Therefore, in order to address safety problems, timely, accurate, complete, uniform, integrated and accessible data is required. The U.S. Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA) has made improving traffic safety data one of the agency's highest priorities.

Under the coordination responsibility of the Nebraska Department of Transportation - Highway Safety Office (HSO), the TRCC (Traffic Records Coordinating Committee) has been created as an ad hoc group of key multidisciplinary Nebraska highway safety and traffic records system data collectors, custodians, operators, and users. They have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies used to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska five-year Traffic Record System Plan. This plan will include the six core data systems – crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

The effectiveness of informed decision making requires sound research, programs, and policies, and is directly dependent on data availability and quality. Accurate and comprehensive, standardized data provided in a timely manner, allows Nebraska to:

- Determine the causes of crashes and their outcomes
- Evaluate strategies for preventing crashes and improving crash outcomes
- Support traffic safety data operations
- Measure progress in reducing crash frequencies and severities
- Update traffic safety policies and laws

II. Traffic Records Coordinating Committee

The TRCC is the primary point of leadership, planning, policy setting and accountability for Nebraska's Traffic Safety Information System. The TRCC was established in 1994 and was officially revitalized following the passage of The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC has developed the following mission statement, priorities, and targets.

TRCC MISSION

The mission of this traffic records plan is to make Nebraska's traffic record system an integral and useable element of the state's highway safety efforts by all involved parties. The traffic records and information systems will be coordinated through the Nebraska Department of Transportation - Highway Safety Office to form the foundation for effective and cooperative highway safety management of the state's core traffic records data systems:

1. Crash, 2. Vehicle, 3. Driver, 4. Roadway, 5. Citation/Adjudication and 6. EMS/Injury Surveillance.

Traffic Records Plan Priorities

- Expand electronic crash data submission to the Nebraska Department of Transportation's Crash File.
- Enhance the Nebraska Department of Motor Vehicles (DMV) Driver/CMV Record Files.
- Enhance and expand the Crash Outcome Data Evaluation System (CODES) infrastructure.
- Nebraska Criminal Justice Information System (NCJIS) and the NCJIS System Improvements.
- Implement a Citation Tracking System.
- Consider funding support for Jail/Prosecutor data interface and TraCS software local installation.

- Examine use/utility of the Model Impaired Driving Records Information System (MIDRIS) DUI tracking system for changes.

TRCC Targets

- Facilitate the comprehensive collection, maintenance, and dissemination of traffic safety-related data in order to set the direction for safety improvement measures.
- Improve the timeliness, accuracy, completeness, uniformity, and accessibility of data that is needed to identify priorities for transportation and traffic safety programs.
- Strive to ensure that all Traffic Safety Information System projects funded by and under the direction of the TRCC move forward on schedule and within budget. For projects outside of this scope, use the authority of the TRCC to ensure that these projects move forward in a timely manner, recognizing budgetary and staffing constraints.

TRCC ORGANIZATION

The TRCC was revitalized following the passage of SAFETEA-LU in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC continues to develop and promote a comprehensive Traffic Records System that provides timely, accurate, complete, uniform, integrated, and accessible Traffic Records System data for management of state and local Highway and Traffic Safety Programs.

Executive Committee

The Executive Committee of the Traffic Records Coordinating Committee consists of the following members:

- Unit Administrator, Nebraska Department of Health and Human Services
- Superintendent, Nebraska State Patrol
- Director, Nebraska Department of Transportation
- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Director, Nebraska Department of Motor Vehicles
- Executive Director, Nebraska Commission on Law Enforcement and Criminal Justice
- Nebraska State Court Administrator
- Sheriff, Lancaster County
- Chief of Police, City of Omaha

The Executive Committee has the responsibility to designate or assign individuals from their agencies to represent them on the TRCC.

The role and responsibilities of the Executive Committee and/or their assigned representatives include:

- Reviewing and recommending revisions, as needed, to the Mission, Purpose and Targets of the TRCC.
- Providing guidance to the development and formal approval of Nebraska's Traffic Records System Plan based on recommendations.
- Providing recommendations with the implementation of the Traffic Records System Plan.
- Identifying funding sources as appropriate in order to support and improve the Traffic Records System Plan.

The Executive Committee and/or their assigned representatives will meet no less than once annually.

Core Team

The TRCC Core Team's primary authority is established by the TRCC Executive Committee. The Core Team has the responsibility to develop and implement an annual Traffic Records System Plan. The Core Team also has the responsibility to review and recommend improvements to any of the State's transportation safety data and traffic records systems. The Core Team consists of personnel that are responsible for the collection, management, and use of the various Traffic Safety Information System components. The Core Team consists of the following members:

- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Analyst, Nebraska Commission on Law Enforcement and Criminal Justice
- Assistant Attorney General
- Citation/Adjudication, Nebraska Department of Motor Vehicles
- Crash Database Coordinator, Nebraska Department of Transportation
- Deputy, County Sheriff's Office
- Driver/Vehicle Records, Nebraska Department of Motor Vehicles
- EMS/Injury Surveillance, Nebraska Department of Health and Human Services
- Health Data Coordinator, Nebraska Department of Health and Human Services
- Information Technology Business System Analyst, Nebraska Supreme Court
- Information Technology Development, Nebraska Department of Administrative Services
- Lieutenant, Omaha Police Department
- Manager, Nebraska Commission on Law Enforcement and Criminal Justice
- Regional Program Manager, National Highway Traffic Safety Administration
- Roadway City Crash Records, Lincoln Public Works
- Roadway, Nebraska Department of Transportation
- Roadway, University of Nebraska – Lincoln
- Safety & Information Technology Service Engineer, Federal Highway Administration
- State Patrol Lieutenant, Nebraska State Patrol
- Traffic Records Coordinator, Nebraska Department of Transportation - Highway Safety Office

The role and responsibilities of the Core Team include:

- Guiding the development and implementation of a comprehensive Traffic Records System Plan which provides a foundation for improving traffic records systems within Nebraska.
- Providing leadership, technical direction, and oversight for the development and implementation of a Traffic Safety Information System Improvement Program as reflected within the Traffic Records System Plan.
- Providing regular briefings/updates to Executive Committee members of their respective agencies regarding the development of the Traffic Records Plan and other TRCC activities.
- Establishing and participating on Technical Subcommittees as appropriate; guiding the completion of various tasks and projects assigned to the Technical Subcommittees.
- Providing input and obtaining additional information from the Technical Subcommittee members and assembling appropriate information to advise and aid the Executive Committee in the decision-making process.

It is anticipated that the Core Team will meet at least three times a year.

Technical Subcommittees

The Core Team may establish Technical Subcommittees as needed to provide more targeted traffic records planning and program implementation. These technical subcommittees will be led by Core Team members

and will meet as necessary for the success of the projects. These technical subcommittees will change as the needs of Nebraska's traffic records systems evolve.

III. NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (HSO) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment February 11, 2021 to May 13, 2021.

The scope of this assessment covered all the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be May 2026 which will provide a benchmark for progress on the recommendations from the 2021 assessment and provide the detail to create the next Traffic Records Plan.

Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (*in italics*).

Crash Records System



- Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 2). NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the TraCS or other collection software databases and into NDOT's database. Drew Bingham (see project 2)*
- Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Sean Owings (see projects 3 & 4)*
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *Sean Owings (see project 6)*



Citation and Adjudication Records

- Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS – Drew Bingham (see project 9)*

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on

cases that are filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS).

The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically but may be manually entered into the court system. This could be a training or programming issue that could be corrected.

Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field.

- Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. *NCJIS – Drew Bigham (see project 11).*

DUI cases are not currently tracked. However, all the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It would also be possible to identify cases based upon the filing offenses.

- Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Drew Bigham (see projects 7 and 8)*



Traffic Records Coordinating Committee (TRCC)

- Develop basic quality metrics for each system component and report on them regularly. *HSO – Ashley Pick (see project 13)*
- Develop a traffic records inventory. *HSO – Ashley Pick (see project 12). The table has been created and coordination with data managers is in process.*
- Conduct a training needs assessment for all TRCC core data system users. *HSO - Ashley Pick (see project 32)*



Driver Records

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV – Matt Coatney & Betty Johnson (see project 16)*
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV - Matt Coatney & Betty Johnson (see project 17)*



Vehicle Records

- Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and process flow documents.



Nebraska Injury Surveillance System (NISS)

- Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *DHHS – Ming Qu (see projects 21 - 27)*



Roadway Information

- Allow access to roadway data for consumption and updates. *NDOT – Walter Moy (see project 29)*
- Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *NDOT – Walter Moy (see project 30)*



Strategic Planning

- Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2021 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

IV. Safety Data System Benchmarking and Targets

Development of this Traffic Records Plan included a review of each of the six information systems (Crash, Roadway, Vehicle, Driver, Enforcement/Adjudication, and Injury Surveillance). The Traffic Records Assessment (TRA) conducted during February 17, 2021 to May 19, 2021 was the primary source for identifying system, data, or process deficiencies. In addition to the TRA, the TRCC Core Team conducted a baseline evaluation of each of the six systems and identified additional deficiencies. Tables 1 through 11 contain the six data quality categories, and a status for each quality category for each system. Baselines, targets/objectives, and performance measures were identified for quality categories where projects were identified to address deficiencies. The targets identified are the TRCC's priorities for improving the traffic records system over the next five years. The performance measures will be used to measure progress towards achieving the targets for each system.

Crash Records System



The Nebraska Department of Transportation collects crash data from all law enforcement agencies throughout the state as well as from drivers involved in crashes.

There have been significant improvements in the crash data component since the time of the last assessment including the launch of the new Crash Information Database on 1/1/2021.

- Electronic collection of crash reports in the field by law enforcement agencies (LEAs) has expanded dramatically.
 - 85.6% of crash reports in 2020 were submitted electronically to the Nebraska Department of Transportation (NDOT).
- Crash data timeliness has improved from approximately four months' backlog to less than 10 days from crash event to completion of data entry.

Timeliness of Fatal Crashes – Electronic

Once a report has been approved, the report is instantly available within the Crash Information Database (CID) and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Injury through Property Damage Only (PDO) Crashes – Electronic

Once a report has been approved it is instantly available within the CID and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Fatal Crashes – Paper

10 days maximum for report filing + 3 days US mail + 1 day for priority Indexing/Data Entry = 14 days.

Timeliness of Injury through PDO Crashes – Paper

10 days maximum for report filing + 3 days US mail + 4 day for Indexing/Data Entry = 17 days.

How are paper reports processed?

All paper reports are mailed to our office using standard mailing practices or scanned and emailed to NDOT Highway Safety Section. Upon receipt of the mail/email it is sorted, opened, and organized by report type (single-side, double-sided, Truck and Bus, Fatal, etc.). Scanning takes place daily, around 1 p.m. central time. Once the reports have been scanned into NDOT's imaging database's indexing queue, the paper reports are filed within the stand-alone filing system as reference material for six months. The electronic images are manually indexed into the imaging system by a team of indexers. The order of work to be indexed follows NDOT's business rule first by report priority: Fatal, Truck and Bus, State Property Damage, and then the remaining reports are processed by the first in - first out method.

- All crash records not on private property are coded with latitude/longitude coordinates, which averages 45 days behind current date. Adding latitude/longitude at the time of submitting greatly improve timeliness.

These notable improvements represent a prelude to the achievements that are possible in the next five-year period. The State is poised to achieve very high levels of both electronic data capture and electronic data submission of crash reports. Coinciding with the transition to electronic data capture and submission, NDOT is also poised to reconfigure its data management processes to place an increased emphasis on data quality. Information technology support for the crash system within NDOT is satisfactory, but some system upgrades are required in order to ensure that the State obtains the most benefits possible from the improved data collection and transfer processes.

Table 1: Crash Records System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Develop a formal plan for expanding electronic data collection and submission. Baseline: Currently at 79.91% within 10 days.	95% of crash data submitted to NDOT electronically within 10 days of the crash.	91.52% (2024) of reports are electronically submitted. Up from 53.78% (2022). This represents a 37.74 percentage point increase, or a 70.14% improvement in the rate of fully validated electronic submissions over a three-year period.	1
	Complete crash data entered into {electronic system} within 3 days (except fatal crashes). Baseline: Currently at 10 days.	100% within 3 days.	NDOT receives the report has decreased by 93.7%, dropping from 127 days in 2021 to just 9 days in 2024. Similarly, the average number of days from the date NDOT receives the report to the date the report is completed has improved by 92.13%, falling from 864 days in 2021 to 68 days in 2024.	1
Accuracy	Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Baseline: Not accurately measured.	100% of location data auto-populated on crash form.	For 100% of the 78.05% electronic reports, location data is auto-populated on the crash form.	2
	Establish a comprehensive, formal quality control program for crash data.	<ul style="list-style-type: none"> A complete set of data quality performance measures for the crash system covering timeliness, accuracy, completeness, uniformity, integration, and accessibility. A formal method of tracking errors and providing feedback to law enforcement agencies. 		3, 4, & 5

		<ul style="list-style-type: none">• A link between error tracking and training.• Coordination with users to ensure that errors noted by users are logged, corrected, and addressed in training.• Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form.• Oversight by the Traffic Records Coordinating Committee, to include devoting time on the agenda to review data quality measurements.		
	30% errors found during data audits of critical data elements (severity, seatbelt usage, location, date of crash, county).	0% errors found during data audits of crash data	For 2022, 53.78% (electronic) are 100% error free per the MMUCC 5 guidelines. 46.22% (paper) are still being entered so a review of the accuracy of the data is not possible at this time.	3

Table 1: Crash Records System (continued)

Completeness	Generate measures of crash data completeness. Baseline: Not measured – not addressed.	100% of all MMUCC data included in all crash records.	Reports submitted electronically meet the minimum MMUCC 5 requirement – based on a CID pre-build review by NTHSA's Go team review.	3
Uniformity	Redesign data collection form in reference to current Model Minimum Uniform Crash Criteria (MMUCC) Version. Baseline: Version 5.0 compliant.	100% compliant with the current MMUCC Version.	NDOT will never be 100 % MMUCC 4 or 5 compliant. MMUCC 4 has two high-occupant vehicle (HOV) fields, but Nebraska has no HOV lanes in the state. We did put the HOV fields into the database, but the HOV question is not on the form. NE is not moving forward with MMUCC 6 -- working on getting CID "correct" and don't want to make changes from 5 to 6 until corrections are completed.	4
	Improve the data dictionary to ensure consistency. Baseline: Not currently produced – not addressed.	100% consistent data that follows data dictionary and procedures.	NDOT has successfully completed the development of a comprehensive database schema and initiated work on a corresponding data dictionary for the Crash Information Database (CID).	4
Accessibility	Make crash query data available to researchers and public. Baseline: Current data is available in the NTIP system.	User Interface to allow data users immediate access to publicly available crash data. Reports can be requested.	100% but continue to improve.	6
Data Integration	Produce metrics of data integration. Baseline: No formal report – not addressed.	Automatic integration between roadway, driver, vehicle, and injury surveillance datasets	The CID system pulls a subset of the roadway database when the location of the crash is entered.	6



B. Roadway Data Component Status

The Nebraska Department of Transportation (NDOT) collects and maintains roadway features of all public roads in the State. The data is updated periodically with changes related to construction, maintenance, and traffic and the data are housed in the Integrated Highway Inventory (IHI) database. The information includes roadway identification, cross section, traffic, speed limit, bridge, pavement, and rail grade crossing data. The IHI provides current highway information necessary to meet Highway Performance Monitoring System (HPMS) reporting needs and to support department decision-making. Information from the IHI is a source for the development of mileage statistics utilized by state and federal authorities for the purpose of allocating funds and special studies.

The IHI is the primary source of information for the management of the 9,942-mile State highway system. The State road system represents over ten percent of the 98,005-mile public road system. In addition to the State system of roads there are 77,872 miles of county roads, and 10,188 miles of municipal streets. NDOT is in the process of collecting road features data on the local road system and currently have surface type, road width, and shoulder width on 67 percent of the local public road system.

NDOT is involved in several major safety programs; the most significant is the Strategic Highway Safety Plan (SHSP). The SHSP draws heavily on the traffic crash data in the Crash Information Database (CID) system. Along with their partners on the Nebraska Interagency Safety Committee, NDOT developed the Nebraska Strategic Highway Safety Plan in order to address the frequency, rate and factors contributing to fatal and serious injury crashes. The Interagency Safety Committee then undertook a screening process that ultimately resulted in the selection of six areas of focus—the Critical Emphasis Areas—for the Plan:

- Increasing Seat Belt Usage
- Reducing Roadway Departure Crashes
- Reducing Impaired Driving Crashes
- Reducing Intersection Crashes
- Reducing Young Driver Crashes
- Reducing Older Driver Crashes

NDOT uses data from the IHI and the CID to create a merged dataset to produce high frequency crash locations for analysis of potential safety problems and the development of possible countermeasures. The resulting projects developed from these analyses are candidates for the Highway Safety Improvement Program (HSIP).

NDOT also monitors high risk rural roads and programs which concentrate highway safety funds on rural road segments experiencing high crash rates. Most funds are targeted to the local public road system.

Applicable Guidelines

Guidelines and standards were taken into consideration with the development of the IHI. NDOT complies with the HPMS, a national guideline for reporting to the Federal Highway Association (FHWA) certain road data on federally aided roads. The HPMS provides guidance to the states on standards for sample data collection and reporting for traffic volume counts, inventory, capacity, delay, and pavement management data elements.

NDOT is aware of the analytic software tools recommended in the Highway Safety Manual. Adoption will require the collection of additional roadway features data and adherence to data requirements for use with these analytic safety software tools. In conjunction with the use of these tools, NDOT will also have to consider the Fundamental Data Elements (FDE) required in the Model Inventory of Road Elements (MIRE) guideline. NDOT is progressing toward collection of the MIRE FDE by the 2026 deadline. NDOT has started implementing safety analysis software with integration to currently available MIRE data.

Interface with Other Traffic Records System Components

NDOT recognizes the importance of a Location Reference Systems (LRS) for public roads through the All Roads Network Of Linear referenced Data (ARNOLD) requirement. NDOT's LRS is a Reference Post based referencing system. All State roads and most non-state roads have been inventoried in the LRS. The remaining public roads use road or street name and latitude/longitude coordinates and are in the process of being converted to the LRS. This provides the capability to interface roadway and crash data from the IHI and the CID. The accurate location of data would be greatly enhanced with an electronic locator tool that identified the LRS information.

Quality Control Program

The roadway inventory is augmented by annual updates from construction and maintenance plans with field verification. Traffic data collection is conducted to represent all State system roads, all federal-aid non-State system roads, all HPMS sample segments, and a small sample of other non-State system roads. Truck counts are collected by class and weight on selected functional class roads. Surveys are conducted annually for HPMS roads, every four years for urban streets and highways, and every six years for non-HPMS local roads.

Table 2: Roadway Data Component System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	55% of traffic counts conducted each year (on roads which are required to be counted)	50%, Target is to count every 2 years	35%. We have changed to a 3-year cycle instead of 2 year. This decrease in timeliness comes with an extremely large increase in completeness for AADT data. Roughly a 50% increase in traffic segments having its data being from a count and not an estimate.	30
	240 days from crash event to location coding of crashes	100% coded at time of entry	For 2022, 53.78% of incoming reports were 100% coded to the minimum requirements of MMUCC 5 (electronically submitted reports). 46.22% (paper) are 874 days behind the current date.	2
	182-720 days from construction completion to roadway file update (depending on complexity of roadway)	Update at a minimum, every 6 months	100% of the projects are entered into IHI before the construction completion date.	30
Accuracy	All errors found through edit checks are corrected prior to data being pushed out to users.	100% error free data	This target is currently being met	30
Completeness	96% of traffic data based on actual counts no more than 6 years old (on roads which are required to be counted).	99% of traffic data based on actual counts no more than 6 years old (on roads which are required to be counted)	Current value is 98%	30
	97% of known public roadways are listed in the inventory. The roadways for the cities of Lincoln	97% of public roadways are listed in the inventory	97.29% of all public roadway miles are inventoried. (The	30

	and Omaha are contained in group records and only provide mileage and surface type.		majority of missing miles are group records for Omaha and Lincoln local roads.)	
	100% of known roadways are listed in the LRS.	100% of roadways are listed in the LRS within 3 mo. of data collection.	This target is currently being met. 100% of inventoried roadways are in the LRS.	30
Uniformity	All data elements consistent with historic data definitions.	100% of data matches definitions	This target is currently being met. The roadway database has a history of data elements that are consistent as defined within the historical Integrated Highway Inventory (IHI) system.	30
Accessibility	All roadway files accessible to approved stakeholders through the pavement optimization program (POP).	100% of published roadway data accessible to approved stakeholders	This target is currently being met. The Integrated Highway Inventory (IHI) tables are accessible to approved stakeholders.	30
Data Integration	Traffic records component files linked to roadway files – now files are updated within 6 months after.	100% of roadway data integrated with crash and citation to populate at time of crash or citation	NDOT is meeting with the crash database vendor to resolve issues with integrating data fields.	30



C. Driver Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for driver and vehicle services, and administers its functions through Driver Licensing Services and Vehicle Services with a Driver and Vehicle Records Division that controls the record activities of the two services. The driver and vehicle databases are not integrated or directly linked. Both services deal with commercial motor vehicles and operators.

Driver Licensing Services qualifies and issues driver licenses and identification cards, creates and maintains driver license records, and administers programs for driver control and improvement. A current count of driver records listed 1,341,587 non-commercial and 90,137 (6.7 percent) commercial driver licenses. Commercial and non-commercial driver records are maintained together.

The Nebraska driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system. In addition, Nebraska uses the State-to-State (S2S) program to exchange driver history information electronically with other States.

Table 3: Driver Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	All driver records are currently being created the same day the application is accepted.	100% received by 8:00 p.m. daily.	100% completed daily	15
	Currently being mailed within 15 days.	100% of licenses mailed within 20 days unless held up by fraud gate (state statute).	100% mailed within 15 days.	15
	100% of convictions are being posted on day received.	100% of in-state convictions received via paper posted the same day as received.	In-state – 98% (some convictions must be returned to the court for correction); out-of-state – 25% for the convictions that require manual processing	15
	100% of in-state convictions are being received same day.	100% of in-state convictions received electronically on same day.	Target currently being met.	15
Accuracy	% of duplicate records for individuals requiring correction = 2%.	98% duplicate free	To be determined.	17
	Frequency of CDL desk audits to assure data validity.	Daily	We audit all CDL records processed each day.	17
	% of errors found during CDL audits of critical data elements.	98% error free	We currently have a 3.2% error rate on CDL desk audits.	17
Completeness	% of records checked for drivers moving into the state = 100%.	100%	100%	15
	% of driver records received from prior state = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 42 states including Nebraska; 100%	15
	Record the adverse driver histories from previous states of record on non-commercial drivers = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 42 states including Nebraska; 100%	15
Uniformity	% of Social Security Numbers verified online = 100%.	100%	Goal currently being met.	17
	% of immigration documents verified online = 100%.	100%	Goal currently being met.	17
	% non-CDL violations reported from other states added to driver history = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	17
Accessibility	Base: 140,000 driver's licenses processed online.	Increase by 10% each calendar.	2015: 79,612 2016: 63,350; -25.7% 2017: 82,568; 23.3%	17

			2018: 96,748; 14.7% 2019: 192,076; 49.6% 2020: 185,311; -3.7% 2021: 190,241; 2.6% 2022: 195,172; 2.5% 2023: 230,843; 18.2% 2024: 209,090	
Data Integration	Opportunity for integration is currently not available due to lack of personally identifiable information in the vehicle system.	By 2017 begin collection of personally identifiable information as part of title and registration issuance. This will provide the information necessary for future integration of data between the driver and vehicle systems.		15



D. Vehicle Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for vehicle and driver services and administers its functions through Vehicle Services and Driver Licensing Services with a Driver and Vehicle Records Division that controls the record activities of the two Services. The vehicle and driver databases are not integrated or directly linked. The DMV is currently working to integrate International Registration Plan (IRP) registration information into the registration and title database. Both services deal with commercial motor vehicles and operators, aspects that are not addressed in this traffic records assessment. There were 2,398,328 registered vehicles listed at the end of 2020.

Registration data are updated interactively as titles and registrations are issued. The quality controls in place are system edits and occasional data mining by DMV (i.e., run error reports for valid name entries and correct fuel type).

Nebraska's vehicle data system includes a number of best practices. The system's custodial responsibility resides with the State Department of Motor Vehicles. The State validates Vehicle Identification Numbers using VIntelligence software. The system operates in real-time and provides data to NMVTIS in real-time as well. The vehicle data system incorporates AAMVA brands and records title brand history as is noted on the NMVTIS system. Stolen vehicles are flagged in the Nebraska system as well. The State participates at the Enhanced level in the PRISM system.

Table 4: Vehicle Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time from accepted title application to create vehicle record = daily.	100% processed on date received.	Target currently being met.	20
Accuracy	Registration data is updated upon entry.	99%	100%	20
	% of errors found during data audits of critical data elements.	5% or fewer.	Unknown, as data audits are	20

			performed at the county level.	
Completeness	All the vehicle information is contained in records.	100%	Target currently being met.	20
Uniformity	All data elements consistent with data definitions.	99%	To be determined.	20
Accessibility	Base: 286,000 vehicle registrations processed online in 2014.	Increase online renewals by 5% on an annual basis.	2016: 293,984 2017: 266,290 (-9%) 2018: 328,150 (23%) 2019: 361,940 (10%) 2020: 571,061 (58%) 2021: 524,024 (-8%) 2022: 532,578 (2%) 2023: 489,132 (-8%) 2024: 521,354	20
Data Integration	Law Enforcement Agencies can access DMV data to auto-populate crash reports with vehicle information	Provide interface for 100% of electronic users.	Law Enforcement Agencies using TraCS are able to populate vehicle information into crash reports.	19
	DMV vehicle file is integrated with the driver file and is updated with information on stolen vehicles.	Complete by January 1, 2022.	Integration between the NCIC stolen file and the DMV vehicle system exists; in the vehicle data base, vehicles reported stolen carry a stolen vehicle indicator which restricts certain title and registration transactions. There is currently not a need to integrate stolen vehicle data with the driver file.	19



E. Citation/Adjudication Data Component

The most effective and efficient means by which to determine the impact of enforcement countermeasures is to track the statewide issuance and outcome of traffic citations, and to determine, through evaluation of baseline data and subsequent crash incidence, whether such enforcement had the effect of reducing either the number and/or severity of crashes in Nebraska. Several approaches can be taken to developing relevant enforcement data and to using those data effectively. One of the most important aspects of data utility is that they are consistent in terms of data definitions and collection methodology. A statewide Uniform Traffic Citation is the first step in assuring consistency of data.

Uniform Traffic Citation

Law enforcement agencies throughout Nebraska are required to use a Uniform Traffic Citation by Nebraska Revised Statutes, §29-422 through 29-429 and Nebraska Supreme Court Rules, §61463. Data to be included on the form, the number, and colors of copies that the citation must include, and its size are mandated. Paper copies, which continue to be required by the courts, may be letter size.

Citation Data Collection

Effectively, data regarding traffic convictions are but a portion of the information needed to adequately assess the impact of traffic enforcement. Because of the discretion granted to the prosecutors' offices to plea bargain, defer adjudication or sentencing, and to change or drop charges initiated by law enforcement officers, reports of convictions are not telling either of the violations witnessed and charged by law enforcement officers, nor potentially of the true volume of such charges.

The information housed in the JUSTICE system does not include charges which were listed by the officer but not filed. NCJIS data, on the other hand, includes the ultimate statute or ordinance of which the violator was convicted as part of the court/JUSTICE record, but it may not be easily linked to a citation. In this regard, unless all appropriate data elements are available neither source seamlessly provides a full picture of traffic law enforcement within Nebraska.

Electronic Citations

One of the driving forces in Nebraska in support of electronic citations was the legislated requirement to collect all data related to traffic stops and traffic citations. Additionally, strategic planning efforts in various state governmental entities recognized the potential for time savings and reduction of errors through the use of electronic citations. As agencies throughout the State became equipped with mobile data computers, their effectiveness for collection of citation data became apparent to both users and collectors of citation data.

Citation data from these electronic systems are currently captured in a citation file created by NCJIS. That file contains data from all citations written by the State Patrol, whether paper or electronic. NCJIS publishes the electronic citation data specification to allow data from every local agency regardless of agency software. A copy of the electronic ticket is sent to the appropriate prosecutor through NCJIS for the determination of whether to file a case.

Court personnel and prosecutors noted that common errors occur on handwritten citations and that they are often difficult to read and decipher. Electronic citations have the benefit of embedded edits, drop-down menus, the potential to copy and paste data from the mobile data computer in the officers' vehicle, and to read the bar codes from driver and vehicle documents and auto-populate the citation forms. All of these opportunities would improve citation data quality within the State.

Errors at this point in time are either corrected by the prosecutor or returned to the officer for correction.

Driving Under the Influence of Alcohol and/or Drugs and Administrative Adjudication

Nebraska Revised Statutes provide for administrative withdrawal of driver licenses for driving under the influence of alcohol and/or drugs. Test refusal carries a more severe penalty than does test failure. Administrative processes and hearings are managed by the Department of Motor Vehicles.

An effort is underway to develop an electronic DUI package, which would speed processing for the arresting officer. The potential for capture of driver and vehicle data electronically, particularly if bar codes from the driver license and registration documents are used, will also provide better data in both the criminal and the administrative proceedings.

Common Linking Variables between Citation/Adjudication and Other Data Components of a Traffic Records System

Citation/Adjudication Linkages to Other Law Enforcement Files and Tracking Systems	<ul style="list-style-type: none"> • Computer Aided Dispatch (CAD) Record Number • Citation/Arrest/Incident Number, Court Case Number • Location (street address, description, coordinates, etc.) • Personal ID (name, address, Driver License number, etc.)
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Citation/Adjudication Linkages to Driver/Vehicle Files	<ul style="list-style-type: none"> • Driver and Owner Names, Driver License Number • Driver and Owner Addresses (location code, coordinates) • Vehicle Plate Number, Vehicle Identification Number
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Table 5: Citation/Adjudication Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time citations sent from LEA to courts = 24 hours.	100% within 24 hours	Reduce time from citation issue to available in NCJIS.	8
	Average time convictions sent to DMV from courts = 24 hours, immediately upon conviction – currently real time.	Real time	Currently meeting this target.	8
Accuracy	% “errors” found during data audits of critical data elements = Not tracked	< 1%	To be determined.	8
	% violations narratives that match the proper statute = Not tracked	100%	To be determined.	8
Completeness	Examine use/utility of MIDRIS DUI tracking system for changes/updates. Currently not implemented.		Develop a system to track DUI and related data	11

Table 5: Citation/Adjudication Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Uniformity	% traffic citations statewide written on a uniform citation = (required by statute)	100% (required by statute)	Currently meeting this target.	8
Accessibility	Data available to other departments, researchers, public is available when issued electronically	100% of public data available	Planned for future development	11
Data Integration	Assign a subcommittee of the TRCC the responsibility for review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.	One integrated Citation Tracking System.		11
	Include personnel from the DMV in the review and planning for the electronic DUI package to ensure that the forms and format meet the needs of the administrative license revocation (ALR) process.	100% of process included	Working with DMV on the ALR requirements. This has become an automation process to generate the ALR forms as an adjunct to eCitations. Currently testing this process in TraCS and have provided the specifications to other vendors. Currently	11

			pending due to notary requirements.	
	Electronic notification to DMV from ignition interlock companies. Currently 100%.	100%	Currently meeting this target.	11
	Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.	100% of Citation/Adjudication information available to Jail personnel	100% of all citations are accessible.	11



F. **Nebraska Injury Surveillance System (NISS) Data Component**

A successful statewide injury surveillance system uses several key components to monitor the incidence of, risk factors for, and costs of fatal and non-fatal injuries. These components are emergency medical services, ambulatory care, acute care, trauma and rehabilitation facilities, and vital records. Oversight for these entities' activities may be governed by local, State, and regional authorities. Data collected by these agencies provides a wealth of patient care, intervention, and prevention information that can be used to evaluate current treatment modalities and injury prevention activities. A comprehensive surveillance system will provide crucial healthcare and injury prevention information to health agencies, providers, and planners at all levels of the State.

Integration of injury surveillance data with other State traffic records system components benefits all organizations involved. Motor vehicle crash data supply much of the pre-event and event information used by the Haddon Matrix for injury prevention program planning activities. In a comprehensive traffic records system, data related to all EMS, outpatient care, and hospital admissions resulting from a motor vehicle crash may be used to quantify the severity and cost of the crash as well as the long-term outcomes associated with any resulting injuries. Providing traffic safety program coordinators and engineers with medical outcomes of motor vehicle crashes enables them to more accurately identify the level of crash and injury severity beyond the typical five-point scale utilized on most crash reports.

Current Status

The Nebraska Department of Health and Human Services (DHHS) has statutory authority to collect and manage many of the core components of an injury surveillance system. These databases include the Nebraska Ambulance Rescue Service Information System (NARSIS), emergency department and hospital discharge data provided by the Nebraska Hospital Association (NHA), trauma registry data, and vital statistics data. In addition, DHHS also manages the traumatic brain injury registry and the Behavioral Risk Factor Surveillance System along with other registries related to chronic and communicable diseases. Crash data are provided to DHHS by the Nebraska Department of Transportation (NDOT) for analysis and for inclusion in the State's Crash Outcome Data Evaluation System (CODES).

DHHS personnel and the CODES program respond to numerous data requests and provide analytic support for many of the highway safety programs and research initiatives within the State. Data are also provided to researchers at the University of Nebraska - Lincoln for special studies, such as an evaluation of driver education and graduated licensing programs and impaired driving initiatives. The State's Safe Kids program and local health departments are also provided with crash and injury data to assist with problem identification and grant proposals.

In addition to serving on the Traffic Records Coordinating Committee, DHHS representatives meet regularly with the HSO to outline upcoming data needs and program support. CODES data and activities are included in the State's Section 402/405c application and highway safety plans.

While an online querying tool is not yet available for any of the datasets maintained by DHHS, there are numerous fact sheets and comprehensive reports available from their web site. Examples of available reports include seatbelt facts and motorcycle data updated through 2019 and a variety of fact sheets covering impaired driving, safety equipment use, and crash severity.

1. Emergency Medical Services (EMS)

The Office of Emergency Health Systems Emergency Medical Services (EMS) Program within DHHS provides regulatory authority for EMS activities within Nebraska. The State is divided into four EMS regions containing 427 licensed EMS Services that respond to approximately 297,000 calls for service each year. In 2016, the Electronic Nebraska Ambulance Rescue Service Information System (ENARSIS) required EMS Services to submit all patient care reports electronically and within 72 hours of completion of a call. The State's EMS agencies are reporting data to DHHS directly through ENARSIS which is compliant with NEMSIS V.3.4. A fifty-cent surcharge on vehicle registration fees provide the initial and on-going funding for the EMS data collection system.

Table 6: EMS Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
			As of 3/31/2023	
Timeliness	% EMS reports sent to governing agency within 10 days of incident. Baseline: 38	100% of EMS reports sent to governing agency within 72 hours of incident.	86.6%	25
	% EMS reports sent to governing agency within 30 days. Baseline: 50	100% of EMS reports sent to governing agency within 72 hours of incident.	98.15%	25
	Mean # days from incident to data availability on statewide system. Baseline: 100	3 days	3.64 days	25
Accuracy	% EMS run locations that match statewide location coding. Baseline: 13	100%	We are adding GPS information location service here soon, within the next couple months, to our database and this should be more accurate. Currently, we have no accurate way to determine this.	25
Completeness	% of EMS agencies contributing to the statewide database. Baseline: 13	100%	100%, all agencies reported at least 1 incident in 2024.	25
	% "missing" found during data audits of critical data elements. Baseline: 8	< 5%	1,915 Validation Errors on Imports in 2024 where the most recent status is "Failed" with a Validation Step of "Error".	25
Uniformity	% of records on EMS database that meet the current NEMSIS standards.	> 90% of records	2,041 NEMSIS 3.4 Failed Exports that the most recent	25

	Baseline: 92		status is "Failed" having a Validation Rule Export Error. 99.20% meet NEMSIS standards where NEMSIS accepts the data. We have validity issues that would be NEMSIS Warnings that we are changing when transitioning to v3.5 in 2025 that will directly affect uniformity of data in our system.	
Accessibility	Data available to other departments, researchers and public.	Respond to aggregate and generate factsheets and reports.	Yes	31
Data Integration	% data collected through NARSIS, ENARSIS, and Omaha Fire and Rescue linked to CODES.	100% of records collected electronically.	In 2023, 24.50% (60,201 out of 245,704) of the EMS records in eNARSIS were from the Omaha Fire Department, a 3.6% increase compared with 2022 (55,225 out of 264,075).	21

2. Emergency Department and Hospital Discharge Data System

The Nebraska Hospital Association (NHA), comprised of 89 acute and specialty care hospitals within the State, collects uniform information on approximately 200,000 injury-related emergency department visits and 12,000 injury related hospital discharges each year. Information on each emergency department visit and hospital discharge is reported from acute care hospitals in Nebraska to the NHA. This information is reported using the Uniform Billing Form (UB-04) and is transmitted electronically to the NHA and then to DHHS. Hospital discharge records contain information on the date of admission, date of discharge, patient's age, gender, county of residence, and primary and secondary ICD-9-CM diagnosis codes and E-CODEs. The availability of both ambulatory care and hospital discharge data allows safety analysts to provide a more complete picture of the extent of motor vehicle injury in Nebraska.

Table 7: Emergency Department and Hospital Discharge Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from hospital/ED discharge until data is entered into database. Baseline: 30 days	Due to the nature of medical billing, there is not standard or requirement that can be imposed.	23.5 days.	25
	Number of days from end of quarter/year until data is available for analysis on a state level. Baseline: 270 days	Due to the nature of medical billing, there is not a standard or requirement that can be imposed.	90 days. DHHS received the Hospital Discharge Data (HDD) from the NHA on a quarterly basis. The timeline for the	25

			DHHS to receive the HDD depends on whether all the hospitals meet their submission deadline to the NHA and the NHA meets the deadline to submit them to us. Usually, for the first quarter of the year data (Q1), DHHS will receive it in early July of the same year. For Q2 data, we receive them in October of the same year. For Q3, the receiving date is in January of the following year. We might receive the Q4 and annual completed HDD in April next year.	
Accuracy	% of injury-related Emergency Department discharges containing a valid E-CODE. Baseline: 92%	95% of injury-related ED discharges contain a valid E-CODE.	Based on the 2023 data quality assessment reports, in 2023, 84.9% of injury-related ED records contain a valid E-Code and N-Code, up from 80.4% in 2022.	25
	% of hospital discharges records in the injury dataset containing a valid N-CODE and E-CODE. Baseline: 70%	95% of injury hospital discharges records contain a valid N-CODE and E-CODE.	Based on the 2023 data quality assessment reports, in 2023, 79.0% of injury-related Inpatient records contain a valid E-Code and N-Code, up from 55.1% in 2022	25
Completeness	% "missing" found during data audits of critical data elements. Baseline: 0	<1% of critical data elements found "missing".	Admission date=1.08% Discharge date=0% DOB=0% Sex=0% Ethnicity=.5% Race=.5% Zip code=0% Address=0% Last name=.03% First name=.02% Discharge status=0%	25

Uniformity	% of hospitals participating in statewide database. Baseline: 95%	100% of hospitals participating in statewide database.	Future measure planned. According to the 2022 NHA Roster, there are 135 active hospitals in Nebraska, of which 86 are members of the NHA and reported injury data to us. So the estimation is $(86/135)*100\%=63.7\%$ of hospitals participating in the statewide database.	25
Accessibility	Data available to other departments, researchers and to the public. Baseline: Respond to aggregate and generate factsheets and reports.	Online query access by approved departments.	Selected for implementation by TRCC.	26
Data Integration	% data collected linked in CODES.	99% Linked.	Due to the delayed CRASH data and new schema, the CODES data linkage is on hold. This measure will be provided after conducting the linkage.	26

3. Trauma Registry

Nebraska is divided into four trauma regions with 51 designated trauma centers throughout Nebraska. These trauma centers are designated as Comprehensive (2 hospital), Advanced (3 hospitals), Pediatric Advanced (1 hospital), General (5 hospitals), and Basic (40 hospitals). Comprehensive trauma centers are verified by the American College of Surgeons which is used to obtain state trauma designation. Advanced, General, and Basic trauma centers may be verified by the American College of Surgeons criteria to obtain state trauma designation or meet state regulatory requirements for state trauma designation. DHHS provides a web-based Trauma Registry that all hospitals with an emergency department are encouraged to participate in regardless of designation. All designated hospitals are required to submit data either directly or import into the Trauma Registry provided by DHHS.

Process Flow

There are two software systems in place for collection of trauma data in Nebraska, the hospital-based National Trauma Registry-American College of Surgeons (NTRACS) and the state web-based trauma registry developed by ImageTrend. Level I and II trauma centers initially enter data into NTRACS and then submit to DHHS on a monthly basis. Level III and IV trauma centers enter data directly into the state system, also on a monthly basis. The State Trauma Registrar integrates the data submitted to both systems into a common database.

Table 8: Trauma Registry Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from trauma center discharge until data is entered into database.	To have data entered within 3 months of discharged from	6,726 out of 12,070 were within 3 months of	25

	Baseline: 3 months	Emergency Department per Regulatory requirement.	discharge. 55.72% and note that there was and may be an ongoing import issue with third party importing hospitals	
Accuracy	% "missing" found during data audits of critical data elements. Baseline: <2.5%	To have no missing data in the fields of Injury Date and Time, ED Arrival Date and Time, ED Disposition, Primary Cause of Injury and Primary Diagnosis	Average validity is 99.68% which would make the percentage of errors 0.32%	25
Completeness	% of Hospitals contributing to the statewide Database	100%	68.67%, 53 designated and 4 contributing in addition. 83 eligible to be designated	25
Uniformity	% of records in Trauma Registry that meet the Nebraska Data Dictionary	>95%	79.02% of records have a validity score of 100	25
Accessibility	Data available to other departments, researchers, public	To have a streamlined, easy to understand process to request and receive trauma registry data	Yes	26
Data Integration	% data collected linked to CODES	100% of data collected linked to CODES		26

4. Division of Vital Records (DVR)

Process Flow

Vital statistics are submitted through one of three processes: fully electronic, partial electronic, and manual.

The fully electronic record is initiated by the funeral home using Nebraska's Electronic Registration System (ERS). The electronic record is assigned to the appropriate medical certifier who completes the record electronically and places it in a queue to be registered and assigned a state file number.

The partial electronic record is initiated by the funeral home using the ERS. A copy is then printed out to be mailed or taken to the medical certifier for completion. The copy is then returned to the funeral home for submission to the State.

Manual records are also initiated by the funeral home using a typewriter or word processing software. These records then go to the medical certifier, back to the funeral home, and finally to the State either through regular mail or by manual pick-up. Cause of death fields are completed by State nosologists.

A fourth process was implemented a few years ago that is electronic but has a fax attestation component.

Through the National Center for Health Statistics, Nebraska cooperates with other states in the exchange of death records. DHHS collects data concerning deaths of all persons who died in Nebraska, and for all Nebraska resident deaths regardless of where the death took place.

Table 9: Division of Vital Records Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from death discharge until data is entered into database. Baseline: 10 days	5 days from death discharge.	Future measure planned.	25
	Number of days from end of quarter/year until final data is available for analysis on a state level. Baseline: 6 months	3 months from end of quarter.	Future measure planned.	25
	New project to migrate to electronic submission and verification.	100% records submitted electronic.	LB 786 passed in 2016 to require that all death records will be submitted electronically beginning July 21 st , 2016.	25
Accuracy	% "missing" found during data audits.	< 10% data missing.	To be determined.	25
Completeness	% of injury-related fatalities containing a valid cause code.	100% of fatalities contain valid code.	Future measure planned.	25
Uniformity	% of death records that are reported through the electronic system.	100% of records reported electronically.	49%	25
Accessibility	Data available to other departments, researchers, public.	To have a streamlined, easy to understand process to request and receive trauma registry data.	Selected for implementation by TRCC.	26
Data Integration	% data collected linked to CODES.	100% of data collected linked to CODES	Due to the delayed CRASH data and new schema, the CODES data linkage is on hold. This measure will be provided after conducting the linkage.	26

5. Crash Outcome Data Evaluation System (CODES)

Nebraska has been a part of the CODES program since 1998, with DHHS staff managing the data files and conducting the linkage and analysis processes for NHTSA and the State. Over the years, the CODES program has become an integral part of the highway safety program in Nebraska.

Most recently, analysts within DHHS have successfully integrated crash data provided by NDOT with hospital discharge, EMS, and vital records data for calendar years 2008 through 2014. Incomplete statewide EMS data for previous years prevented its complete inclusion in the linkage process.

The CODES database allows for the analysis of persons injured as the result of a motor vehicle crash throughout their continuum of care. The integrated data are used for State specific applications and in response to NHTSA data requests. Analysts at DHHS are experienced in working with the available datasets and in performing deterministic and probabilistic linkage methodologies using SAS and CODES2000 software. The table below provides a sample of the variables available for linkage among the core CODES datasets.

Table 10: Variables to Link CODES Datasets

Crash	EMS	ED*	Hospital	Trauma Registry	Vital Statistics
First Name	YES	NO	NO	YES	YES
Last Name	YES	NO	NO	YES	YES
Date of Birth	YES	YES	YES	YES	YES
Crash Date	YES	YES	YES	YES	YES
Crash Time	YES	NO	NO	YES	YES
Crash County	YES	YES (hospital county)	YES (hospital county)	YES	YES (county of death)

*Emergency Department

Table 11: Crash Outcome Data Evaluation System Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	By May of each year a new CODES dataset will be generated (e.g. by May 2020, the CODES 2018 dataset will be generated)	13 months from the end of the year, the CODES dataset will be generated	The 2022 Hospital Discharge Data and EMS data are under review. However, the CODES data linkage has to be postponed until the Crash Data become available.	22
Accuracy	% accuracy and consistency of ENARSIS data	By 2022, >80% of yearly crash records indicating EMS transport are linked		25
Completeness	Increasing the percentage of crash records linked with other records	Reduce false positive and false negative linkage rate (currently only for crash records linked with death certificate)		25
Uniformity	% data from State EMS agencies compliant with NEMSIS 3.0 standards	100% of EMS agencies compliant with current NEMSIS standards	85% of EMS agencies are compliant with NEMSIS	25
Accessibility	Data available to other departments, researchers and to the public	To have a streamlined, easy to understand process to request and receive CODES data		26
Data Integration	Public Health Data Center to develop online querying of CODES datasets	By 2017, have public health surveillance indicators from CODES posted on the PH Data Center website		26

V. Projects and Prioritization

Table 12 shows candidate projects identified by the TRCC. This list includes projects funded by all available funding sources, notes the system and quality category the project will address, whether the project has been selected for implementation and last update.

Table 12: Projects

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	5/15/25
2	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/Adjudication	Testing new system.	Yes	5/15/25
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	5/15/25
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	5/15/25
5	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	5/15/25
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	5/15/25
7	Data Dictionary	Citation/Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/22/25
8	Improve the data quality control program for the citation/adjudication system	Citation/Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	4/22/25
9	Citation Tracking	Citation/Adjudication	Track citations from point of issuance to posting on the driver file	Yes	4/18/24
10	Linkage	Citation/Adjudication	Linked with driver, vehicle, crash	Yes	4/22/25
11	Establish a linked DUI system (MIDRIS)	Driver & Citation/Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	4/18/24
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	4/22/25

13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	4/22/25
14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Completed	4/21/22
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	5/13/25
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	4/21/22
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	4/20/23
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	4/20/23
19	Create workflow documentation	Vehicle	Include NMVTIS	No	4/22/25
20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	No	4/22/25
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	5/16/25
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	5/16/25
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	5/16/25
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	5/16/25
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	5/16/25
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.	Yes	5/16/25
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	4/18/24
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	5/16/25
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	4/18/24

30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	5/13/25
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/18/24
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	4/22/25
33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	4/22/25
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	4/18/24

VI. Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

Project # 1	Project Name: Investigator's Electronic Crash Reporting System	
Lead Agency: NDOT	Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628	
Project Description / Purpose: To improve the investigator's electronic crash reporting system.		
System: Quality Category Project will Address: Crash Records		
Target or Deficiency Project will Address: To reduce the current average of 2 hours to an average of less than 30 minutes for submittal of an Investigator's report. To increase the accuracy rate of Investigator's submitted reports by eliminating manual entry of key data. To reduce the amount of amended reports being submitted to NDOT by eliminating the manual entry of data. To reduce the amount of rework required by the data entry unit by reducing the amount of incoming amended reports. To reduce the amount of time it takes an officer / supervisor to approve an entered investigator's report.		
Update: NDOT received 85.6% of crash reports electronically in 2020. In August 2021, Legislative Bill 174 went into effect and included the following changes: 1) Increase minimum property damage crash reportability threshold from "greater than \$1,000" to "equal or exceeds \$1,500," 2) Remove requirement for a driver to complete driver's report if the crash is investigated by an officer, and 3) Redact all birth dates and driver's license numbers from publicly available investigator's crash reports." These changes will be implemented into NE's crash reports. 2022: NDOT and NSP are working with Omaha PD to move to all-electronic crash reports, citations, etc. this fiscal year. 4/21/22: Omaha PD is projected to be electronic by July; a TraCS update is projected for May 3. 4/20/23: Investigator Crash Report System (ICR) went live for Kearney PD and Buffalo County went live on September 23, 2022 and for Omaha PD on February 15, 2023. Omaha PD has a backlog of 8000+ paper reports, estimated to take six months to enter. 7/20/23: Omaha PD has a backlog of 6,981 paper reports, current projection for entering 2021 and 2022 data is January 2024. NDOT has set their system to flag Injury A Crashes with as a priority; priority reports are put in the top of the queue. 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry. 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically 4/18/24: Omaha PD is reporting at 100% electronically. 4/18/24 NE State Patrol has been making enhancements to the crash report form to decrease the time from the crash to time report is received by NDOT. In 2022, average submission time was 6.57 days. In 2023, average submission time was 5.33 days. This is an improvement of 18.8%. NSP attributed the main source of improvement as training, however submission time is expected to continue decreasing due to planned changes in the crash form (automation, incomplete form reminders.) A survey of agencies puts the current average at around 37.5 minutes for a 2-vehicle minor/no-injury crash (minus the diagram). 78.05% (2023) of investigator reports are electronically submitted. Up from 53.78% (2022) All electronic reports have to pass the minimum list of accuracy before passing submittal validation. 7/18/24: NDOT renewed their contract with Lexis Nexis until 5/30/27. In June 2024, 95.75% of investigators reports were received electronically. NDOT has updated the website to be available via mobile device, 91.25% of driver reports are submitted electronically. The vendor will take approx. 6-8 weeks to complete mass updates, 2021-2023 crash data will be available once the mass updates are complete. 4/18/25: 91.52% of Investigator reports received in 2024 were electronic, up from 78.05% in 2023, and an increase of 13.47%. 5/15/25: The Nebraska Department of Transportation (NDOT), in collaboration with the Nebraska State Patrol (NSP), has not yet developed a precise method for capturing the exact amount of time it takes to complete a vehicle crash report. However, available data indicates that the average time to complete a report in 2023 was approximately 140 minutes, which decreased slightly to 139 minutes in 2024.		

At first glance, this may seem like an unusually long duration to complete a single report. However, this figure reflects the full scope of the crash reporting process. When an investigator arrives at a crash scene and determines that the incident meets the criteria for reporting, a crash report is initiated—marking the start of the timing.

From there, the investigator engages with involved drivers and coordinates with road clearance teams to ensure that the roadway is made safe and cleared for the traveling public. Only after the roadway is secured does the investigator resume the reporting process. Once the report is fully completed and submitted, the timing ends.

This end-to-end process—spanning both field response and administrative entry—accounts for the extended duration reflected in the average time. Alongside this increase in electronic submissions, the number of amended crash reports has remained relatively stable despite a slight increase in total submissions:

- 2023: 25,041 total reports submitted; 1,430 amended
- 2024: 25,437 total reports submitted; 1,627 amended

This trend suggests a reduction in the overall proportion of amended reports, indicating that the objective of improving data quality and reducing report amendments through electronic submission has largely been achieved.

Estimated Budget/Funding	Source	2022	2023	2024	2025	2026
Source by Year:	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 2		Project Name: Develop a “Smart Map” Harmonized Location Referencing System				
Lead Agency: NDOT/NCC		Contact Information: Sean Owings and Drew Bigham sean.owings@nebraska.gov drew.bigham@nebraska.gov (402) 479-4628 (402) 471-3992				
Project Description / Purpose: Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. The “smart map” would use the identified crash location latitude/longitude to interface with NDOT’s LRS and roadway inventory data. Ability to overlay enforcement with citation and crash records.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data. NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This “point placement” will then transfer the map’s latitude/longitude data into the TraCS or other collection software databases, identify the LRS route and reference post information, and transmit the latitude/longitude and LRS information into NDOT’s database.						
Update: The TLT (TraCS Location Tool) is built into TraCS. All agencies using this reporting method will use the TLT to place the crash’s location. February 2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. 4/18/24: For 100% of the 78.05% electronic reports, location data is auto-populated on the crash form. 4/18/25: NSP has been connecting with Roadway to determine if a roadway data file could be imported into the TraCS system to auto-populate roadway data into the crash form when a location is selected. 5/15/25: For electronically submitted investigator crash reports, providing a crash location is a mandatory requirement. The two approved reporting systems—TraCS and OPD’s ICR—both feature interactive map interfaces that allow investigators to simply click on the map to mark the crash location. This action automatically captures the latitude and longitude coordinates of the crash site. Once a report passes validation and is transmitted to NDOT, the lat/long data is included in the submission. NDOT has a dedicated team responsible for validating crash locations using a combination of internal business rules, the ANSI D-16 definition of a crash, and MMUCC 5 guidelines. This team evaluates the investigator’s report along with any driver-provided reports to ensure the accuracy and validity of the location. The Crash Information Database (CID)—a vendor-owned system used by NDOT—works in coordination with custom internal coding to process the approved crash location data. This system integrates the validated latitude and longitude with NDOT’s roadway inventory database, enabling automatic population of roadway names, reference posts, and related geospatial attributes relevant to the crash site.						
Estimated Budget/Funding		Source	2022	2023	2024	2025
Source by Year:		Section: 405c	\$0	\$0	\$0	\$0

Project # 3		Project Name: Establish a comprehensive, formal quality control program for crash data				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Establish a comprehensive, formal quality control program for crash data.						
System: Quality Category Project will Address: Crash Records						
Target or Deficiency Project will Address: <ul style="list-style-type: none">• A complete set of operationally relevant data quality performance measures for the crash system covering timeliness, accuracy, completeness, consistency, integration, and accessibility.• A formal method of counting and tracking errors and providing feedback to law enforcement agencies.• A link between error tracking and training content so that common errors can be documented and addressed in the academies and in periodic refresher training.• Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors.• Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form.						
Update: 4/21/22: This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a new quality control program based on the functionality of the new database. The quality control program will establish a formal process of accessing crash data quality with robust performance measures. NDOT will use NHTSA's Model Performance Measures for State Traffic Records Systems as guide during development of the quality control program. 4/20/23: Currently, in the maintenance phase and refining the CID system's rules. 4/18/24: No work has been done on this. Once the CID system has been finalized work will begin on this. 5/15/25: While NDOT has not yet established a formalized quality control process for investigator-submitted crash reports, an informal review and correction process is actively in place. When NDOT identifies a crash report containing incorrect or inconsistent data patterns, the reporting officer and/or their agency is contacted directly to address and correct the issue. In cases where recurring or statewide data quality issues are detected, NDOT takes proactive steps by updating training materials and presentation content to reflect the necessary corrections and reinforce accurate reporting practices across all agencies.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section:	\$0	\$0	\$0	\$0	\$00

Project # 4		Project Name: Improve the Data Dictionary for the Crash Data System				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the crash data completeness and accuracy.						
Update: This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a full set of new data dictionary documentation based on the new database. 4/21/22: Estimated that 2021 year-end data will be completed around Sept 2022. 4/20/23: Estimated to take until 2025 to enter the 2021 and 2022 backlog of reports. 7/20/23: Estimated to take until January 2024 to enter the 2021 and 2022 backlog of reports. 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry. 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically. 4/18/24: OPD has completed the backlog of reports. All 2021 reports have been entered and are currently in data check. It is estimated to receive 2021 and 2022 crash data in June 2024. An internal draft has been completed. They are working with a third-party data user to clean the data dictionary so make it workable outside of NDOT. 5/15/25: NDOT has successfully completed the development of a comprehensive database schema and initiated work on a corresponding data dictionary for the Crash Information Database (CID). However, due to the evolving and maturing nature of the CID system, efforts to finalize a complete data dictionary have been limited. Once the system reaches a more stable and fully operational state, NDOT will prioritize the creation of a comprehensive, living data dictionary to ensure long-term consistency, clarity, and support for system users and stakeholders.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 5		Project Name: Improve the Process/Procedures Flows for the Crash Data System				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Create a process flow diagram for collection, reporting and posting of crash data.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness and accuracy of crash data.						
Update: This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NTIP will have an update in June 2022 that will allow two different data systems running parallel to each other: 2021 and future crashes; 2020 and past crashes. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. 4/18/24: CID has a set of cross-field validation rules that match MMUCC5. For a report to pass the workflow and be complete the data must follow the MMUCC5 rules. 5/15/25: The vendor-provided Crash Information Database (CID) system leverages MMUCC 5 data validation standards to ensure that all crash reports—whether submitted electronically or on paper—meet the requirements for completeness and accuracy. CID enforces validation and data integrity throughout the entire workflow process. A crash report cannot be finalized or completed until it has successfully progressed through each stage of the workflow and passed all required data validation checks, ensuring consistency, reliability, and compliance with national reporting standards.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 6		Project Name: Improve the Interfaces with the Crash Data System				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Improve the timeliness and availability with real-time interfaces for driver, vehicle, and roadway data systems.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.						
Update: This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing data integration and improving accessibility as the new database is stabilized. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. Once Omaha PD becomes electronic, it is estimated that only 10% of crash reports will be paper. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. Current rate of 76.52% electronic with OPD submitting electronically starting at mid-February 2023. 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry. Manual entry on paper forms takes an average of 10.09 hours. Manual entry on electric forms takes an average of 5 hours. 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically. 4/18/24: OPD has completed the backlog of reports. All 2021 reports have been entered and are currently in data check. It is estimated to receive 2021 and 2022 crash data in June 2024. The CID system pulls a subset of the roadway database when the location of the crash is entered. 5/15/25: NDOT’s Crash Information Database (CID) is directly integrated with the Nebraska Department of Motor Vehicles (DMV) database. When NDOT staff enter Nebraska driver and/or vehicle information into CID, the system automatically pre-populates the relevant fields using verified DMV records, streamlining data entry and ensuring accuracy. Investigators using electronic crash reporting systems—such as TraCS or ICR—have multiple options for capturing Nebraska driver and vehicle data. These systems can scan driver’s licenses and vehicle registrations and validate that information against the DMV database in real time. Investigators can also manually search for driver or vehicle records, and with a simple click, transfer the verified results directly into the crash report. Both automated and manual search functionalities are fully integrated into the reporting software, enhancing efficiency and accuracy. NDOT has recently deployed a new crash database system that supports precise crash location identification using the agency’s linear referencing system (LRS). This system allows crashes to be mapped anywhere along Nebraska’s roadway network, including local public roads integrated into the LRS. The LRS is a unified framework used across NDOT to manage roadway features, traffic data, and crash data. For instance, documents like the 2021 Kearney Linear Referencing System Map provide essential LRS attributes such as route IDs and facility types for the city’s major roadways, supporting detailed spatial analysis and system-wide consistency.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 7		Project Name: Citation/Adjudication System Data Dictionary				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Create an approved data dictionary for the Citation/Adjudication system including all databases.						
Update: 7/24/20: eCitation data is validated during a testing phase when onboarding new LEA agencies onboard. The NCC has the XML spec for the eCitation data collection process available on the NCC website. 2/1/22: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: Drew reported the crime commission does not have backend data for this project. This project is on hold until we can gather more information on responsibility and scope of this project. 4/17/25: The Data Dictionary can be found on the NCC eCitations web page (eCitation Nebraska Crime Commission) under the "Useful Docs" heading.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$255,000	\$487,710	\$325,205	\$316,534	\$296,000

Project # 8		Project Name: Improve the Data Quality Control Program for the Citation/Adjudication System				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Implement performance measures and trend analysis to assess data quality. These will include a complete set of data quality performance measures for the citation/adjudication systems covering timeliness, accuracy, completeness, consistency, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data accuracy by tracking all needed improvements. Develop a performance measure grid with all six attributes being updated annually.						
Update: 07/24/2020: Live data outside of the test environment is validated per the Nebraska Supreme Court Uniform Form specifications. Non-Nebraska Supreme Court variables (i.e., lat/long) are also validated. Validation also includes contingency variables reviews. Amazingly, NCC sees only 3-4 citations with errors every quarter. In December 2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 7/18/24: Kerry Pavel has started as the IT Business Systems Analyst						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 9		Project Name: Citation Tracking System				
Lead Agency: Nebraska Crime Commission			Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992			
Project Description / Purpose: Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.						
System: Quality Category Project will Address: Citation and Adjudication Records						
Target or Deficiency Project will Address: Launch an integrated system that will track 100% of citations through adjudication.						
Update: 07/24/2020: XSD/XML is publicly available for all vendors to adhere to. eFiling application is finalized, NCC anticipates prosecutors to begin to use by EOY. Further launch of this system is planned for FY2021. 2021: Testing XML Data with two vendors. 3/1/2021: Still working to get the new crash form integrated into NCJIS. 12/1/2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement. 1/1/2022: eFiling is being set up with County and City Attorneys. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: Crime Commission is able to track eCitations up until they are sent to the Courts.						
Estimated Budget/Funding		Source	2022	2023	2024	2025
Source by Year:		Section: 405c	\$255,000	\$487,710	\$325,205	\$316,534
						2026 \$296,000

Project # 10		Project Name: Citation/Adjudication Data Linkage				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Link data within citation/adjudication system and with driver, vehicle, and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle, and crash data systems.						
Update: 07/24/2020: Crash Form does not require the Citation number as a required field. Linking two data collection projects will be only available when data is present in both places. Citation data is available for prosecutors in NCJIS, see eFiling enhancement above in Project #14. 2021: NCC no longer has a preferred RMS vendor. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: This process continues to be worked on. This particular project item is one of the overall goals they've been working on; specifically being able to track a citation from start to DMV. They continue to onboard new county attorney offices in a continued effort of streamlining this process. 10/31/25: Crime Commission participated in a process mapping activity with law enforcement, the courts, and DMV to map the citation process.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 11		Project Name: Establish a Linked DUI System (MIDRIS)				
Lead Agency: Nebraska Crime Commission / Department of Motor Vehicles		Contact Information: Drew Bigham (vacant) drew.bigham@nebraska.gov @nebraska.gov (402) 471-3992 402-471-				
Project Description / Purpose: Linked to the driver system electronically. Include driver sanctions and all citations written by law enforcement.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.						
Update: 07/24/2020: NCC will work with DMV to establish metric to ensure 100% linkage. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/18/24: MIDRS is DMV, Crime Commision provides the needed linking to connect to NCJIS. Data entered by DMV onto NCJIS is available to jail staff.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 12		Project Name: Develop Traffic Records Inventory				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Create a document that contains the description and details of all the traffic records data including the data manager for each system.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of all the data systems to allow integration.						
Update: 2/1/22: Updates to the Traffic Records System Plan were made. 4/21/22: Staffing updates to the Traffic Records System Plan were made. 5/1/22: Updates to the Traffic Records System Plan were made. 6/9/22: Updates to the Traffic Records System Plan were made for the yearly Highway Safety Plan. 4/20/23: Updates to the Traffic Records System Plan were made. 7/20/23: Updates to the Traffic Records System Plan and roster were made. 10/19/23: Updates to the Traffic Records System Plan and roster were made. 1/18/24: Updates to the Traffic Records System Plan and roster were made. 4/18/24: Updates to the Traffic Records System Plan and roster were made. Reached out to all data managers to compile information on how data systems interface. 7/18/24: Updates to the Traffic Records System Plan and roster were made. 10/22/24: Traffic Records Inventory responses were received from Citation, EMS, Driver, Vehicle, and Roadway data systems. 1/1/25: all responses were received, Version 1 of Traffic Records Inventory was finalized.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 13		Project Name: Improve Quality Control and Quality Improvement Programs				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Allows the opportunity to measure all performance goals for all data systems.						
Update: Selected for implementation by the TRCC. A request has been sent to each data system manager with format and guidelines. 4/20/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals. 4/18/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals. 4/18/24: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals. 4/18/25: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 14		Project Name: Develop a Lifecycle Cost Consideration for Projects				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Develop a lifecycle cost consideration for projects to ensure long-term projects are successful beyond federal funding.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of projects by considering the long-term and on-going costs.						
Update: Selected for implementation by the TRCC. The lifecycle cost consideration is reviewed during the initial grant contract proposal application review.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 15		Project Name: Create a Process Flow for the Driver Data System				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Develop a process flow chart for the driver data system to document all processes.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the driver data system.						
Update: 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022. 5/13/25: Collection of PII for title and registration issuance has no impact on the existing integration between any systems other than driver and vehicle. Integration has existed between driver and crash and driver and citation, as well as integration between vehicle and crash for the past few decades. Collection of PII for title and registration issuance has allowed us to set the stage for full integration of driver and vehicle with the upcoming driver system modernization expected to be completed within two years. For those vehicles titled since October 2019, PII from the driver file is utilized for capturing owner name and demographic information during the title issuance process. Upon deployment of the modernized driver system, the driver and vehicle data for the vehicles titled using the driver file demographics will reside on the same customer record.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 16		Project Name: Create a Data Dictionary for the Driver Data System.				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Create a data dictionary for the driver data system that will include all the data elements, validation rules and any elements that will be captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy and completeness of the driver system data.						
Update: 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle).						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 17		Project Name: Implement the Quality Control Program for the Driver Data System				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472			Betty Johnson betty.Johnson@nebraska.gov 402-471-3909	
Project Description / Purpose: Develop quality control program for the Driver data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the driver data system.						
Update: 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV’s online services in 2022.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 18		Project Name: Deny PRISM Reincarnated Carriers				
Lead Agency: Department of Motor Vehicles		Contact Information: Cathy Beedle cathy.Beedle@nebraska.gov 402-471-3894				
Project Description / Purpose: Develop the process to deny registration to the PRISM reincarnated carriers.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the vehicle data systems.						
Update: Project will be considered in the future.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 19		Project Name: Create Workflow Documentation for the Vehicle Database				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS).						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines.						
Update: 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV’s online services in 2022.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 20		Project Name: Create Vehicle System Performance Measures				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.Johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Develop quality control program for the vehicle data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the vehicle data system.						
Update: Project will be considered in the future.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 21		Project Name: Nebraska Emergency Medical Services Data Quality Improvement					
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566					
Project Description / Purpose: Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules.							
System: Quality Category Project will Address:							
Target or Deficiency Project will Address: 100% of EMS records will be submitted electronically in eNarsis.							
Update: In September 2021, discussions were held about preparing five-year EMS reports. For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Conducted ongoing analysis of E-bike and E-scooter data, examining related injuries based on EMS, E-CODE, and Trauma data. 4/18/24: Completed 2023 EMS data quality assessment annual report. In 2023, 24.50% (60,201 out of 245,704) of the EMS records in eNARSIS were from the Omaha Fire Department, a 3.6% increase compared with 2022 (55,225 out of 264,075). 5/16/25: For urgent EMS runs in Nebraska in 2024, the Omaha Fire Department accounted for 19.60% of records, with 38,293 out of 195,333 urgent EMS records reported in eNARSIS. This represents a 0.21% increase compared to 2023 (36,552 out of 188,501; 19.39%). For all EMS runs in Nebraska in 2024, 25.55% (62,824 out of 245,874) of the records in eNARSIS were reported by the Omaha Fire Department, marking a 0.43% increase from 2023 (59,181 out of 235,556; 25.12%).							
Estimated Budget/Funding Source by Year:		Source	2022	2023	2024	2025	2026
		Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 22		Project Name: CODES – Linking data				
Lead Agency: DHHS			Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566			
Project Description / Purpose: To create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data. Resolve errors and issues with final data.						
System: Quality Category Project will Address:						
Target or Deficiency Project will Address: CODES will create one uniform database to evaluate Nebraska’s fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates.						
Update: Annual reports created for: CODES, motorcycle helmet use, seat belt use. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Savita Sidhu, was hired and on boarded on late August serving as CODES epidemiologist. 1/18/24: Lifeng Li was hired as the Injury Epidemiology Surveillance Supervisor; Studied the 2021 Crash file with DOT assistance, utilizing the new schema to create a working file for further linkage and analysis. 5/16/25: Currently the injury surveillance team has completed quality checks of the crash and DMV data, which are ready for linkage. We are still working on cleaning the hospital discharge data, EMS, and death data.						
Estimated Budget/Funding		Source	2022	2023	2024	2025
Source by Year:		Section: 405c	\$0	\$0	\$0	\$0

Project # 23		Project Name: E-CODE Data Quality Improvement				
Lead Agency: DHHS			Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566			
Project Description / Purpose: E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data.						
System: Quality Category Project will Address:						
Target or Deficiency Project will Address: The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.						
Update: For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two. 4/21/22: Updated E-CODE data to pull more ICD-10 codes from annual raw hospital discharge data. 4/20/23: Completed the SAS code for creating the 2017-2022 Motor Vehicle Crashes (MVC)-related Hospitalizations and Emergency Department (ED) Visits dataset using E-code data; completed the SAS code for creating the 2017-2021 Fall-related Hospitalizations and ED Visits using E-code data. As well as, started to work on the preliminary analysis of the trend of MVC-related Hospitalizations & ED Visits. 10/19/23: Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Conducted ongoing analysis of E-bike and E-scooter data, examining related injuries based on EMS, E-CODE, and Trauma data 4/18/24: The 2022 E-code data quality assessment report cards have been generated and disseminated to 89 reporting facilities to provide data quality improvement feedback. 5/16/25: Yes, the 2023 E-code data quality assessment report cards have been generated and disseminated to 89 reporting facilities to provide data quality improvement feedback.						
Estimated Budget/Funding Source by Year:		Source	2022	2023	2024	2025
		Section: 405c	\$0	\$0	\$0	\$0

Project # 24		Project Name: Create a Data Dictionary for the EMS/Injury Surveillance Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy and uniformity of the EMS/Injury Surveillance System data.						
Update: Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Started the Nebraska Traffic Safety Data Inventory Project; conducted a comprehensive literature review 5/16/25: Hospital Death Data has a dictionary provided by the National Hospital Association. The injury surveillance was based on the latest "State Injury Indicators: Instructions for Preparing 2022 Data is a publication of the National Center for Injury Prevention and Control, CDC.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 25		Project Name: Create System Performance Measures for the EMS/Injury Surveillance Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
		Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124				
Project Description / Purpose: Develop quality control program for the EMS/Injury Surveillance data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the data in the EMS/Injury Surveillance systems.						
Update: Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals based on their desired information. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 4/18/24: Completed 2023 EMS data quality assessment annual report. Completed 2022 E-code data quality assessment annual report and shared with reporting hospitals. DHHS received the Hospital Discharge Data (HDD) from the NHA on a quarterly basis. The timeline for the DHHS to receive the HDD depends on whether all the hospitals meet their submission deadline to the NHA and the NHA meets the deadline to submit them to us. Usually, for the first quarter of the year data (Q1), DHHS will receive it in early July of the same year. For Q2 data, we receive them in October of the same year. For Q3, the receiving date is in January of the following year. We might receive the Q4 and annual completed HDD in April next year. 5/15/25: In the EMS system, they have 2,041 out of 254,385 total records that have a Validation Rule Export Error. 2,041 in addition to the 1,915 that are unable to be imported is a total of 3,956 records or 1.56%. Critical data elements that exclude something from importing into the system are those that are an “Error” on their schematron. Currently, the errors on the schematron are only those that are nationally defined by NEMSIS as errors. In 2025 they are changing the number of validation rules which should increase data quality moving forward. The hospital/ED discharge data is due to the Nebraska Hospital Association (NHA) within two months. Then the NHA validated and edited the data. The finalized data would be sent to DHHS within 4-6 months after discharge. DHHS received the Hospital Discharge Data (HDD) from the NHA on a quarterly basis. The timeline for the DHHS to receive the HDD depends on whether all the hospitals meet their submission deadline to the NHA and the NHA meets the deadline to submit them to us. Usually, for the first quarter of the year data (Q1), DHHS will receive it in early July of the same year. For Q2 data, we receive them in October of the same year. For Q3, the receiving date is in January of the following year. We might receive the Q4 and annual completed HDD in April next year.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 26		Project Name: Interfaces/linkage for EMS/Injury Surveillance Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
		Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124				
Project Description / Purpose: Link all EMS/Injury surveillance systems possible within current statutes.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the linkage of the EMS/Injury Surveillance data.						
Update: In 2022, DHHS is working with the Nebraska Hospital Association (NHA) for 2020 data linkage and developing annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Started the Nebraska Traffic Safety Data Inventory Project; conducted a comprehensive literature review 5/16/25: The data haven't been linked. No update for this measure.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 27		Project Name: Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
		Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124				
Project Description / Purpose: Add rehabilitation data to the current data systems.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of the EMS/Injury Surveillance data.						
Update: As of July 2020, the Trauma Regulations are going to a third hearing and then through the remaining approvals. This will include updates for Rehab and Burn centers data collection requirements. 4/20/23: Trauma Regulations have passed effective 5/17/2022. There is currently no designated rehab or burn facilities, so no data is being collected from those facilities at this time. 4/18/24: DHHS does not have access to rehab data and can't integrate it with their data system.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 28		Project Name: Track Frequency, Severity, & Nature of Injuries in MVC				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
Project Description / Purpose: Track the frequency, severity, and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of EMS/injury surveillance data.						
Update: 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 5/16/25: The frequency, severity, and nature of MVC injuries will be tracked and presented in the management report after the CODES data linkage is completed.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 29		Project Name: Allow Access to Roadway Data				
Lead Agency: NDOT		Contact Information: Walter Moy walter.moy@nebraska.gov 402-479-4755				
Project Description / Purpose: Allow access to the roadway data for information users and other departments that could update the information.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accessibility of the roadway data.						
Update: 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Working with the NDOT GIS team on requests for roadway data in shapefile form 4/18/24: No changes in this project, they have not received any requests for NDOT roadway data other than from our internal NDOT counterparts.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 30		Project Name: Develop a Quality Control Program for the Roadway Data				
Lead Agency: NDOT		Contact Information: Walter Moy walter.moy@nebraska.gov 402-479-4755				
Project Description / Purpose: Develop quality control program for the roadway data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences. Develop a comprehensive data dictionary.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the data accuracy of the roadway data system.						
Update: 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Created a new “Data Translation Unit”, their purpose is to run data quality checks and reports for HMPS purposes, create new data reports, and answer any roadway data questions. Conducted Lean Six Sigma project to streamline and uniformly inventory and map county roads. 4/18/24: Creating an SOP for that will address the accuracy and uniformity of roadway inventory data, but have not created any new internal data audits to identify differences. There are limits to the current data systems and several looming process changes that are preventing further progress. 5/13/25: In the last year roadway has nearly completed the inventory for grade-separated ramps. They were missing approximately 12 interchanges of ramps, and are currently down to 2 which should be entered in by the end of 2025. They worked with the Highway Safety section of Traffic Engineering to document the remaining missing MIRE data elements. This effort is also looking at ways to enter in the remaining 2.71% of our missing public roads into our system and ways to collect and manage the missing data items.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 31		Project Name: Provide Truly Integrated Data				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Work with all data system administrators to integrate all the traffic records systems.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data integration of all the data systems.						
Update: 2021-2022: Held quarterly TRCC meetings to collaborate with all Contributors. 2022-2023: Held quarterly TRCC meetings to collaborate with all Contributors. 2023-2024: Held quarterly TRCC meetings to collaborate with all Contributors.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 32		Project Name: Conduct a Training Needs Assessment				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Conduct a training needs assessment with all core data system users.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data and user's ability to efficiently use the data. This process will also be used to track the various trainings offered.						
Update: 7/18/24: NHTSA is putting together a GO team to offer assistance with traffic records assessments						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 33		Project Name: Highway Safety Information System Database Rewrite	
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628	
Project Description / Purpose: Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUCC version 4 data elements, making NDOT 100% MMUCC version 4 compliant.			
System: Quality Category Project will Address: Traffic Records			
Target or Deficiency Project will Address: The target of this project is to improve the crash data completeness to 100% MMUCC version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.			
Update: Project plans are completed to start in October 2016. 7/21/16: Directed by Dan Waddle to create a Request For Proposal (RFP) to replace the system. I'm currently performing the requirement gathering phase of the project. 10/20/16: A rewriting of the Highway Safety Information system (HSI) is required in order to accommodate the new Model Minimum Uniform Crash Criteria (MMUCC) 4+ data elements and table structure. At this time NDOT knows the HSI database needs to be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27 th will dictate the direction of the upgrade and the go-live date for the complete MMUCC 4+ Upgrade Project. 1/5/17: The MMUCC coding team met with NDOT's upper management on October 27, 2016 to discuss the project's scope, time and cost. With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week. 4/20/17: NDOT received one response, we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third-party solution. 4/20/18: Since a complete replacement of the current vehicle crash database is needed to accommodate the MMUCC 5 data requirements, NDOT has made the decision to replace the current database. A Request for Proposal (RFP) was completed and			

posted on December 28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site.

7/16/20: The vendor (LexisNexis) to date has created the Administration, Transcriber, Transcriber Quality Control, and Indexing screens. Work is currently being done on the Location Mapping and Location Mapping Quality Control screens; as well as, the workflow, incoming electronic report matching, and report validation processes. The MMUCC5 (CID) project is on schedule with a "go-live" date of January 1, 2021.

5/27/21: MMUCC 5, Crash Information Database (CID) system was launched 1/1/2021, but some reporting details continue to be resolved. A NHTSA Go-Team will be requested to verify the MMUCC mapping as soon as all issues are resolved.

July 2021: Justice Data Solutions (JDS) completed their system's front-end process to allow agencies reporting through JDS system to enter a MMUCC 5 report.

10/18/21: The Investigator Crash Reporting system (ICR) passed State certification and is targeting the end of the year to have the Omaha Police Department (OPD) officers trained and the ICR deployed. ICR going live in Q1 of 2022.

4/20/23: OPD went live with the ICR mid-February 2023. OPD is 100% electronic in submitting vehicle crash reports.

4/18/24: NDOT will never be fully MMUCC 4 or 5 compliant. MMUCC 4 has two high-occupant vehicle (HOV) fields, but Nebraska has no HOV lanes in the state. We did put the HOV fields into the database, but the HOV question is not on the form.

4/18/24 NE State Patrol has been making enhancements to the crash report form to decrease the time from the crash to time report is received by NDOT. In 2022, average submission time was 6.57 days. In 2023, average submission time was 5.33 days.

This is an improvement of 18.8%. NSP attributed the main source of improvement as training, however submission time is expected to continue decreasing due to planned changes in the crash form (automation, incomplete form reminders.)

4/18/25: NSP has continued making enhancements to the crash report. Average submission time for crash reports is 4.61 days for reports that were submitted within a 180 days period.

Estimated Budget/Funding Source by Year:	Source	2017	2018	2019	2020	2021
	Section: 405c	\$0	\$100,000.00	\$0	\$0	\$0


Project # 34		Project Name: Crash and Roadway Data Interface for Roadway Safety Analysis				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Improve interface of crash data and roadway data by linking crash data, roadway LRS, and roadway data in a new safety analysis software. The newly linked roadway data will include MIRE FDE data.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the interfaces with crash data system to reflect best practices.						
Update: NDOT kicked off implementation of AASHTOWare Safety analysis software and is identifying and compiling roadway, LRS, and crash data. Implementation is planned for completion in 2022. 4/20/23: AASHTOWare Safety is in production with a limited dataset. NDOT is in the process of mapping the historical data to the new AASHTOWare Safety. Once mapped, AASHTOWare Safety will have access to crash data from 1/1/2003 – current completed data. 4/18/24: The CID system pulls a subset of the roadway database when the location of the crash is entered.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0


VII. Index of Acronyms

AAMVA	American Association of Motor Vehicle Administrators	MIRE	Model Inventory of Road Elements
ALR	Administrative License Revocation	MMUCC	Model Minimum Uniform Crash Criteria
CAD	Computer Aided Dispatch	NCJIS	Nebraska Criminal Justice Information System
CID	Crash Information Database	NDOT NEMSIS	Nebraska Department of Transportation National Emergency Management System Information System
CODES	Crash Outcome Data Evaluation System		
DHHS	Nebraska Department of Health and Human Services	NHA	Nebraska Hospital Association
DMV	Nebraska Department of Motor Vehicles	NHTSA	National Highway Traffic Safety Administration
DUI	Driving Under the Influence (of alcohol or drugs)	NMVTIS	National Motor Vehicle Title Information System
ED	Emergency Department		
EMS	Emergency Medical Services	NTRACS	National Trauma Registry-American College of Surgeons
ENARSIS	Electronic Nebraska Ambulance Rescue Service Information System	OPD	Omaha Police Department
ERS	Nebraska's Electronic Registration System		
FHWA	Federal Highway Administration	PDO	Property Damage Only
Highway Safety Manual	American Association of State Highway and Transportation Officials www.highwaysafetymanual.org/Documents/HSMP-1.pdf	SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005
HPMS	Highway Performance Monitoring System	SAS	Statistical Analysis Software
HSI	Highway Safety Information	SHSP	Strategic Highway Safety Plan
HSIP	Highway Safety Improvement Program	TRA	Traffic Records Assessment
HSO	Nebraska Department of Transportation - Highway Safety Office		
IHI	Integrated Highway Inventory	TraCS	Traffic and Criminal Software
IRP	International Registration Plan		
JUSTICE	Nebraska Trial Courts Case Search System	TRCC	Traffic Records Coordinating Committee
LEA	Law Enforcement Agency		
LRS	Location Reference Systems	Traffic Safety Information System Improvement Program	Implementation of the Traffic Records System Plan Targets and priorities
MACH	Mobile Architecture for Communications Handling		
MIDRIS	Model Impaired Driving Records Information System	U.S. DOT	United States Department of Transportation

**Infrastructure Investment and Jobs Act (IIJA) Sec. 405c
INTERIM PROGRESS REPORTING (FY 2026)**

State: Nebraska Report Date: 4 / 15 /2026 Submitted by: Lifeng Li

System to be Impacted (pick one primary area)	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Timely EMS reporting is crucial for assessing the EMS data quality. Per the Regulation of the Licensure of EMS (NAC 172-12-009-01), all patient records must be sent to the DHHS as a complete record within 72 hours upon completion of an incident and when a unit is back in service from the incident. The percentage of urgent EMS runs reported to the DHHS eNARSIS system within this time frame is used to track the improvement in timeliness.
Is project included in the Traffic Records Strategic Plan?	Yes If the project is not currently included in the State Traffic Records Strategic Plan (TRSP), the plan will need to be modified prior the State's FY26 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - Yes Same Measure as FY25 No If yes, is the State using the same data set, with the same time period to demonstrate progress? No
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) The percentage of urgent EMS runs that were reported to the DHHS eNARSIS system within 72 hours of completion of the incident and the unit is back in service increased by approximately 2% from 76.4% (April 1, 2023 to March 31, 2024) to 78.5% (April 1, 2024 to March 31, 2025).
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method We calculated the percentage as: (The number of urgent EMS runs that were reported within the 72-hour rule as required in the regulation in a certain year / the total number of urgent EMS runs in the same year)*100.
Date and Baseline Value for the Measure (A contiguous, 12-month performance period starting no earlier than April 1, 2023, e.g., April 1, 2023 – March 31, 2024)	April 1, 2023 – March 31, 2024. <div style="text-align: center;">  00_EMS reporting timeliness data.xlsx </div> Is supporting documentation attached? Yes
Date and Current Value for the Measure (An identical contiguous, 12-month baseline period starting no earlier than	April 1, 2024 – March 31, 2025.

April 1, 2024, e.g., April, 1, 2024-March 31, 2025)	 <p>00_EMS reporting timeliness data.xlsx</p> <p>Is supporting documentation attached? Yes</p>
Regional Program Manager Conclusion and Comments Review Date: 5/7/2025	Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.
RA Comments – Susan DeCourcy Review Date: 5/22/2025	After review, I concur this Nebraska project demonstrates progress.

Year	All EMS Runs' Count in NE	Urgent EMS Runs' Count in NE	% of Urgent EMS Runs in NE	EMS Runs' Count of reporting time 0-72 hrs.	EMS Runs' Count of reporting time > 72 hrs.	% of EMS runs' reporting within 72 hrs.
Apr 2023 to Mar 2024	238,710	190,434	79.8%	145,452	44,982	76.4%
Apr 2024 to Mar 2025	248,295	198,164	79.8%	155,630	42,534	78.5%

Source: Nebraska EMS database.

- Note: 1. Focuses on EMS runs among Nebraska residents within the territory of Nebraska.
2. EMS reporting time refers to the time of record creation in eNARSIS minus the time of the EMT unit is back in service.

Year	All EMS Runs' Count in NE	Urgent EMS Runs' Count in NE	% of Urgent EMS Runs in NE	EMS Runs' Count of reporting time 0-72 hrs.	EMS Runs' Count of reporting time > 72 hrs.	% of EMS runs' reporting within 72 hrs.
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NEBRASKA

IMPAIRED DRIVING STRATEGIC PLAN

Presented by the
Nebraska Impaired Driving Task Force



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Executive Summary

Under the direction and contribution of the statewide Impaired Driving Task Force (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. This Plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

About the Impaired Driving Task Force

The Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) under the authority of the designated Governor's Highway Safety Representative, established the Impaired Driving Task Force (IDTF). The Charter for the IDTF, which outlines the membership, duties, administration, and duration, is included in the Appendix.

The NDOT-HSO will manage the IDTF as a priority program. The strategies and targets developed by the IDTF will be tracked for progress along with all impaired driving projects by the NDOT-HSO.

The IDTF 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 Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy and non-profit groups whose missions include addressing impaired driving. The membership and their affiliations are also included in the Appendix.

Mission

The mission of the Impaired Driving Strategic Plan is to reduce and prevent impaired driving fatalities and serious injury crashes.

Impaired Driving Strategic Plan Priorities

- Identify ways to improve programs aimed at education of population about dangers of impaired driving and aimed at prevention of impaired driving.
- Allocate resources (funding and staffing) in support of impaired driving programs.
- Promote effective policies and best practices.
- Review current laws, regulations, and enforcement (and driver licensing control).
- Review adjudication processes and make suggestions.
- Review current treatment/rehabilitation strategies and make suggestions.
- Regain and maintain over the long-term a low-range alcohol-impaired classification by continuing to reduce impaired driving fatalities.

Targets

- 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.
- To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 65 (5 year rolling average in 2016-2020) through December 31, 2024 and December 31, 2026.

Long Range Target

- Reduce alcohol-impaired driving fatality rate per 100 million VMT by 2 points from .31 (2016 - 2020 five year rolling average) to .29 by December 31, 2026.

*Targets are based on a 5-year average linear trend line.

Meeting Schedule

The proposed meeting schedule of the Task Force during 2023/2024 will be as follows:

FY2023:

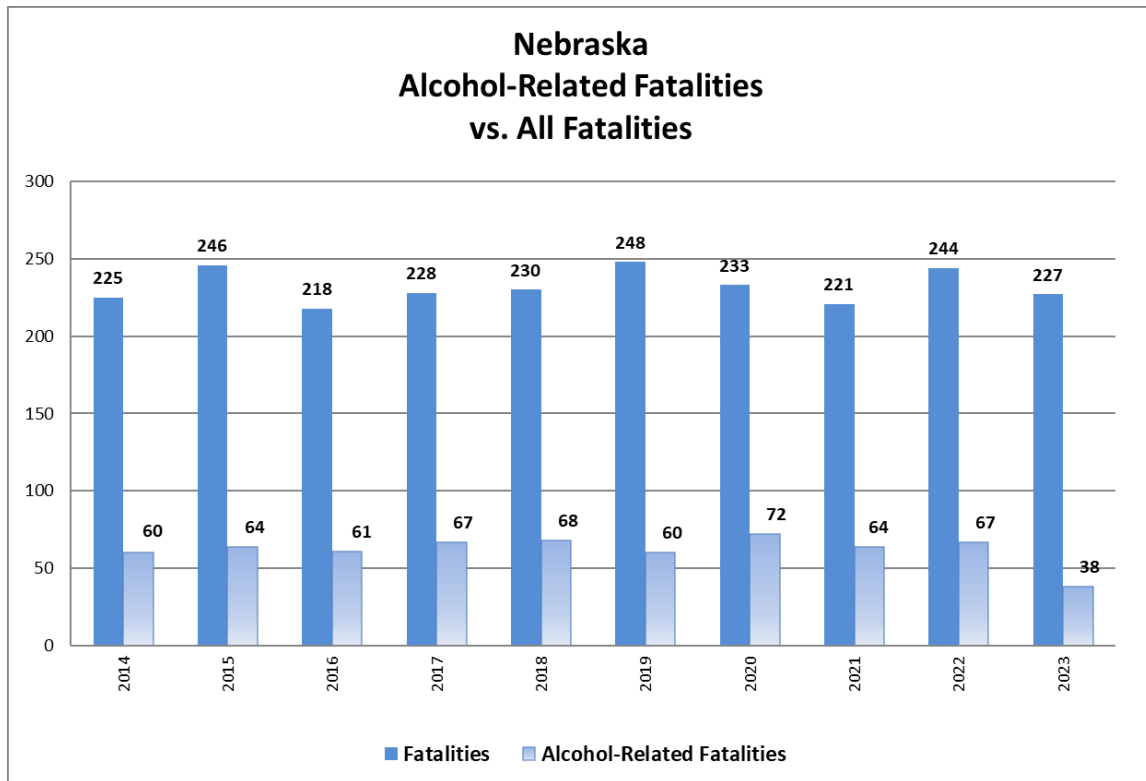
- November 15, 2022
- January 17, 2023
- May 23, 2023
- August 29, 2023

FY2024

- November 21, 2023
- February 13, 2024
- May 21, 2024
- August 20, 2024

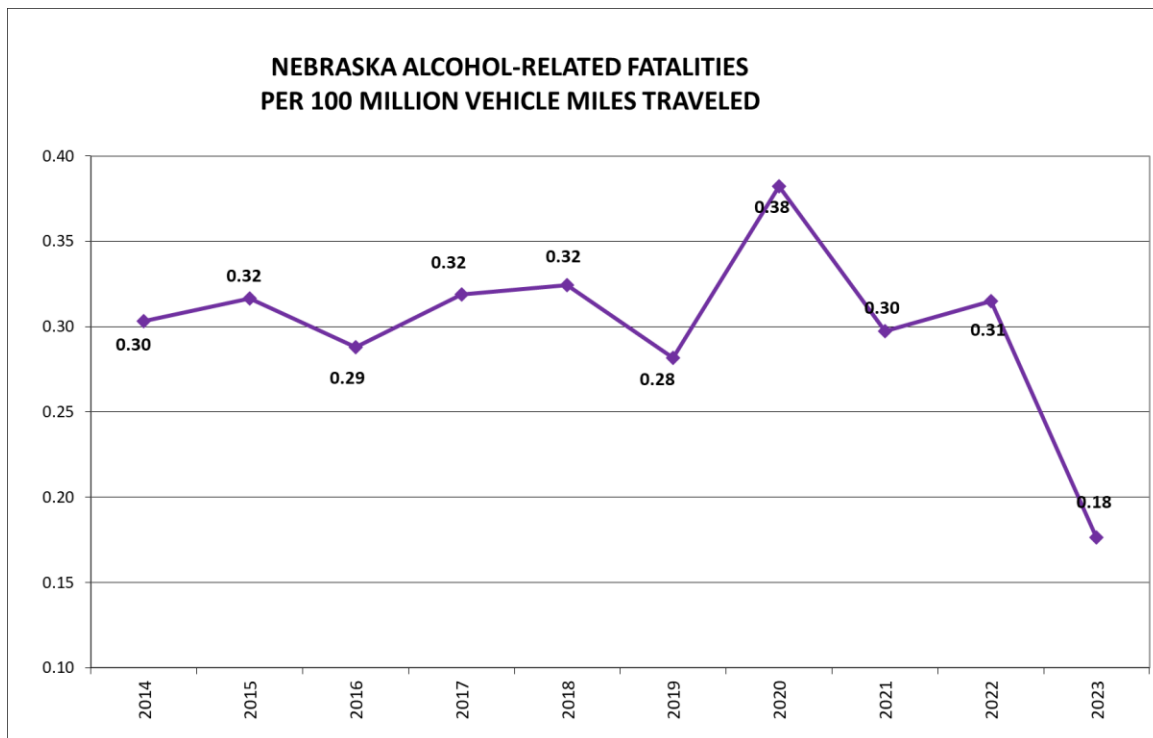
Program Data

Nebraska has made some progress during the last decade in reducing alcohol-impaired driving fatalities. During 2023, 38 persons were killed in crashes in Nebraska involving a driver with a BAC of .08 or above. Alcohol-impaired fatalities have decreased over that last decade, reaching a high of 72 in 2020 and a low of 38 in 2023. Each year approximately 26% of all traffic fatalities in Nebraska involve an alcohol-impaired driver.



Source: FARS and NDOT

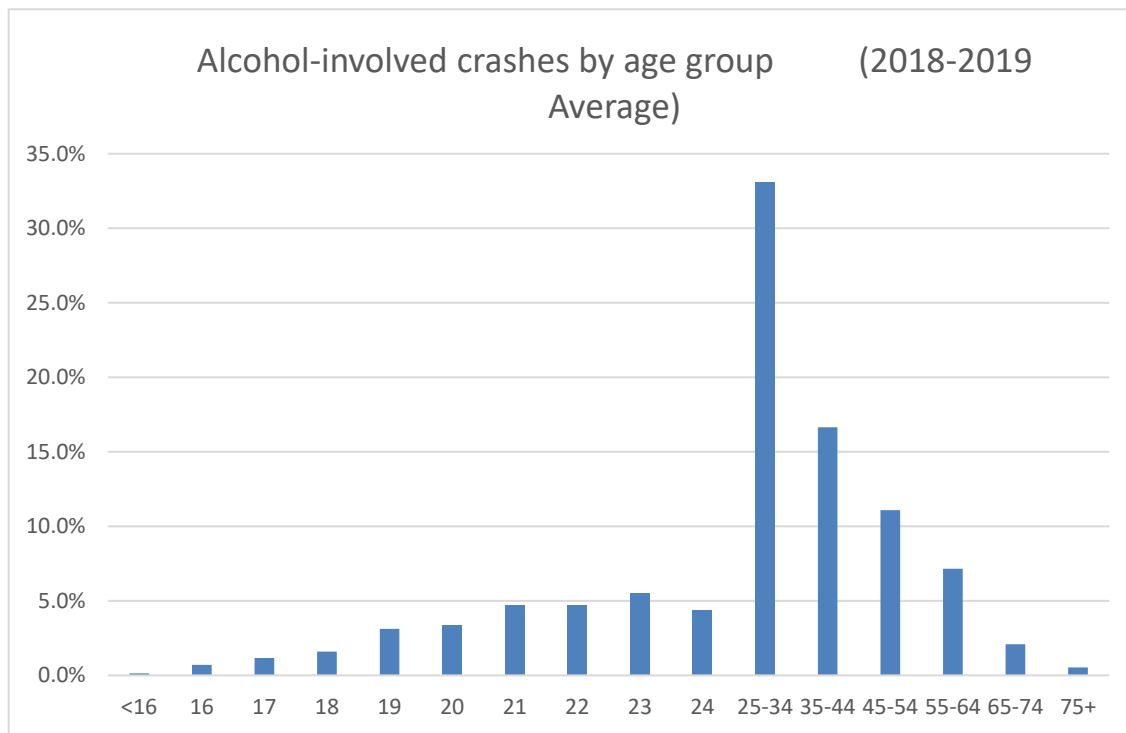
Even though the number of alcohol-impaired driving fatalities has remained steady in the past decade, there has been a decrease in fatalities per vehicle mile traveled (VMT) in 2023. In 2023, there were .18 alcohol-impaired driving fatalities per 100 million VMT, a decrease of 53% since 2020.



Source: NDOT Highway Safety Office, 7/1/2024

Alcohol is more often involved in fatal crashes, 58 out of 248 in 2019 (23.4%), than in all injury crashes at 657 out of 17,198 in 2019 (4%). Among drivers in all injury crashes in Nebraska during 2019, 637 of 21,862 had been drinking (3%).

Alcohol involvement in crashes varies substantially by the age of the driver. As shown below, alcohol involvement is highest in crashes among drivers between 24 – 34 years of age.



Source: NDOT - Standard Alcohol Crash Data 2019

The following table shows the 25 counties in Nebraska with the highest number of alcohol-impaired fatalities, A and B injuries in 2023. These numbers coincide with the above information that the majority of the alcohol-impaired fatalities are in the urban areas. The IDTF will focus on these most at-risk counties for impaired driving fatalities and serious injuries.

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%	3.78%	9.23%	35.68%	61.02%	30899
BUFFALO	Three	204	28.88%	13.95%	0.57%	7.79%	23.64%	69.08%	50697
CASS	One	73	14.98%	181.50%	2.05%	3.90%	9.44%	58.42%	27446
CEDAR	Three	35	24.75%	0.20%	35.36%	6.36%	23.34%	51.35%	8262
COLFAX	One	40	31.23%	0.00%	24.21%	7.81%	28.89%	57.41%	10566
DAKOTA	Three	61	30.24%	1.41%	5.45%	6.45%	24.79%	65.28%	21268
DAWSON	Three	78	15.43%	0.26%	3.16%	3.36%	13.65%	60.75%	24085
DODGE	One	139	35.96%	0.00%	2.07%	7.76%	32.08%	72.57%	37187
DOUGLAS	Two	1898	39.91%	36.10%	0.02%	8.31%	36.06%	66.67%	589540
GAGE	Three	46	19.55%	3.02%	14.03%	4.25%	17.85%	61.82%	21634
HALL	Three	204	28.51%	0.00%	0.84%	8.52%	25.85%	62.79%	62197
HAMILTON	Three	37	11.04%	1.41%	11.64%	2.98%	9.85%	76.00%	9537
LANCASTER	One	1250	46.69%	7.97%	0.07%	12.51%	43.11%	79.61%	326716
LINCOLN	Three	138	21.03%	30.96%	0.76%	6.40%	16.46%	56.65%	33365
MADISON	One	100	32.09%	2.75%	4.17%	9.30%	28.88%	63.93%	383
OTOE	One	49	18.88%	20.62%	8.09%	4.24%	15.03%	44.93%	16335
PHELPS	Three	33	29.53%	7.38%	76.07%	8.05%	28.64%	44.19%	9057
PLATTE	One	128	38.73%	0.00%	3.63%	12.40%	35.70%	70.73%	34609
SALINE	Three	41	33.80%	0.14%	11.54%	12.36%	25.55%	57.41%	14555
SARPY	One/Two	382	24.38%	0.30%	0.19%	5.42%	22.02%	75.99%	199886
SAUNDERS	One	45	16.82%	47.75%	6.35%	2.24%	11.21%	68.12%	23463
SCOTTS BLUFF	Three	138	46.53%	9.75%	2.36%	10.79%	39.79%	69.41%	35699
SEWARD	One	83	19.43%	1.67%	3.51%	3.75%	17.09%	86.61%	17671
WASHINGTON	One	57	28.35%	0.63%	11.44%	4.97%	25.37%	59.42%	21152
YORK	Three	63	16.26%	7.15%	4.65%	2.84%	14.45%	65.96%	14356
25 County Population									1640565
Statewide Totals		6128	28.45%	7.15%	2.41%	5.56%	25.08%	67.49%	1978379
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									83% of Population
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.									

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce alcohol-impaired driving is conduct a thorough review of its DWI system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DWI system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

The IDTF will review the *Countermeasures That Work* annually to ensure we are implementing the most important actions that will help reduce the impaired fatal, A and Binjury crashes in Nebraska. The task force will continue to update the IDSP annually to ensure the DWI system remains current and most effective.

Prevention and Education Plan

The Impaired Driving Task Force strongly believes that prevention and education is a critical component of an effective IDSP. The Prevention and Education subcommittee of the Task Force considered a number of strategies to reduce alcohol-impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of target individuals.

Law enforcement community outreach

Law enforcement agencies will conduct mock DUI tests with the use of the Fatal Vision Goggles at high school and college sporting events. These events aid in increasing awareness of the harmful effects of alcohol on a driver's ability to safely operate a vehicle. These events will be conducted by law enforcement agencies, with a special focus on the Priority Counties. The planned activity is often captured for social media outreach and education, reaching the young driver population.

Drugged Driving Summit

The NDOT-HSO, IDTF members and the highway safety advocates will host a Drugged Driving Summit to provide attendees (traffic safety professionals, attorneys, judges, elected officials, law enforcement, probation, and health professionals) with the current research, emerging trends in the field of DUI/DUID enforcement, national drugged driving trends with a focus on Colorado (border state) and the prescription drug culture.

The objectives of the summit are:

- Raise the awareness of the growing involvement of drugs, in addition to and other than alcohol, in vehicle crashes that result in injuries and fatalities
- Understand what factors are contributing to the increase
- Recognize the effects of drugs and driving impairment
- Discuss the emerging trends and research
- Identify and propose solutions to the problem.

The NDOT-HSO plans to carry out a Drugged Driving Summit in 2026.

Nebraska Collegiate Prevention Alliance to Reduce High-Risk Drinking

Funding is provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA) to Reduce High Risk Drinking. The funding will support initiatives that address; (1) the Nebraska Collegiate Prevention Alliance's continued work to provide technical support, to the 26 member institutions of higher education, for planning, developing, and implementing evidence based individual and environmental interventions to reduce high-risk drinking, drinking and driving and drunk driving, (2) expand the use and implementation of evidence based best practices, (3) skill building workshops for members and prevention specialists, and (4) receive continued data analysis support. NECPA has a web-based program with a customized brief intervention available to all participating colleges and universities in the state.

Nebraska Highway Safety Conference

The Nebraska Highway Safety Conference will be hosted by the NDOT Highway Safety Office in Kearney, NE at the Younes Conference Center. Local and national presenters will be invited to present updated safety information on many topics including impaired driving prevention, drug recognition and impaired education. The NDOT-HSO plans to continue to work with the Nebraska Interagency Safety Committee to research and write the Nebraska Strategic Highway Safety Plan and to host additional joint conferences in the future.

Project Extra Mile

The objective of this project is to prevent underage, drinking and driving and binge drinking through environmental prevention strategies, ultimately addressing community policies, practices and norms. PEM provides information on the problems associated with underage drinking and evidence-based strategies for preventing the harms associated with it.

PEM monitors the administrative and regulatory process around liquor licensing to ensure that the Nebraska Liquor Control Act is being utilized to protect the public health and safety of communities and families.

Enforcement/Deterrence Plan

The Plan is using evidence-based traffic safety enforcement strategies to address the problem areas described in the Background section – and to meet the state targets for 2025 and 2026 – NDOT-HSO, law enforcement, and other partners will focus on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities.

The IDTF is committed to strong, high visibility enforcement of our state's laws, supported by an intensive public information and education media campaign. The FY2024 and FY2025 statewide enforcement plans include each of the elements described below.

High-Visibility Enforcements

Law enforcement agencies throughout the state, including the Nebraska State Patrol (NSP), perform high-visibility enforcement checkpoints during the mobilizations, major holidays, sporting events and popular community events across the state.

Enforcement of Underage Drinking Laws

Underage alcohol compliance check enforcement operations will be conducted throughout the state by local law enforcement agencies and the NSP to ensure that liquor license establishments do not sell or serve alcohol to minors.

Other planned activities include:

- Large underage party patrol, identification, and dispersal training,
- Source investigation,
- Retail liquor license training,
- Shoulder Taps,
- High Visibility enforcement.
- NDOT-HSO will provide funding to carry out annual training, or attend annual training, for underage drinking enforcement and prevention initiatives.

Binge Drinking Prevention Initiatives

In partnership with the Nebraska Department of Health and Human Services (DHHS), the NDOT-HSO has been periodically conducting a Nebraska Young Adult (ages 19 - 25) Alcohol Opinion Survey to determine alcohol consumption and impaired driving behavior. This survey provides valuable data to be able to identify problem behavior, identify effective prevention strategies, and to measure the impact of countermeasures used.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TRSP) is available to assist city and county attorneys with prosecution of impaired driving and motor vehicle homicide cases. The assistance may range from providing technical assistance on pre-trial motions, depositions, pre-trial evidentiary hearings, Daubert hearings or the TSRP may and has been the lead prosecutor for these types of cases. The TSRP acts as an advisor to law enforcement officers, provides training at the Nebraska Law Enforcement Training Center to all new recruits, works with law enforcement to promote a heightened awareness of victim-related issues and conducts regional training for Nebraska's County Attorneys. The TSRP maintains and updates the "Nebraska Manual for Driving Under the Influence Prosecution" which is provided to all Nebraska prosecutors. The NDOT – HSO provides funding for 100% of the personal services for the TSRP and additional funding for specific training opportunities.

Alcohol Equipment Support

NDOT-HSO provides funding to assist local law enforcement agencies in obtaining supplies (mouthpieces, dry gas, regulators, etc.) and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided for in-car cameras to assist law enforcement in obtaining the evidence necessary for impaired driving-related convictions.

Law Enforcement Training

The NDOT-HSO is dedicated to providing training to Nebraska law enforcement officers in detecting and apprehending impaired drivers on Nebraska roadways. To support and maximize the DUI law enforcement efforts all Nebraska law enforcement officers going through basic training in Nebraska are required to be trained in Standardized Field Sobriety Testing (SFST). The NDOT-HSO directly supports all SFST training conducted at the Nebraska Law Enforcement Training Center (NLETC) and sponsors SFST Instructor Development Courses when necessary. Annually, approximately 150 law enforcement officers receive SFST training at NLETC. SFST training is also provided through the Nebraska State Patrol, Lincoln Police Department, Omaha Police Department, and the Sarpy Douglas Law Enforcement independent training academies. The SFST training is critical to optimize the removal of impaired drivers from Nebraska roadways.

In addition to the SFST training, the NDOT-HSO coordinates the Drug Evaluation and Classification Program (DECP). NDOT-HSO's DECP offers an advanced training for law enforcement officers to become Drug Recognition Experts (DRE). In many instances, drivers are pulled over for driving infractions that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver. Drugged driving is prevalent and underreported.

The NDOT-HSO also provides Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The ARIDE training provides experienced DWI officers with additional training to detect drug impaired drivers and contact a DRE for a DRE evaluation to be conducted.

The NDOT – HSO's DECP offers Drug Impaired Training for Education Professionals (DITEP). This training allows education professionals to identify chemically impaired individuals for the purpose of ensuring a safe learning environment and prevents an impaired student from driving to and from the school campus.

Alcohol Selective Overtime

The NDOT-HSO will make direct contact with law enforcement agencies in the counties overrepresented in alcohol impaired fatal and serious injury crashes and identified in Nebraska's Performance-Based Strategic Traffic Safety Plan as a priority county. All officers working grant funded alcohol selective overtime enforcement must be certified in Standardized Field Sobriety Testing (SFST). These law enforcement agencies will be solicited to participate in selective alcohol overtime enforcement efforts during the time of day, day of week and locations as identified by crash data. Due to the good working relationship between the NDOT-HSO, state and local law enforcement, participation in the selective overtime enforcement activities is effective. In addition, these same agencies will be solicited to participate in selective alcohol overtime enforcement during the following time frames known for high alcohol usage: Super Bowl Sunday, St. Patrick's Day, Independence Day and Halloween. Nebraska's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco De Mayo.

Statewide selective alcohol overtime enforcement will be conducted during the national events for the “Winter Holiday Impaired Driving Crackdown Mobilization” December 13, 2024 – January 1, 2025 and “Drive Sober or Get Pulled Over Mobilization” August 19 – September 5, 2025. All selective alcohol overtime enforcement efforts will be required to conduct a pre- and post- media event or activity to follow the best practices examples of advising the community of their upcoming activities, conducting the enforcement activity, and then reporting the results of the enforcement activity. During all of the selective alcohol overtime enforcement efforts a combination of sobriety checkpoints, saturation patrols and enforcement zones will be utilized.

It is anticipated that an estimated 20,000+ additional overtime enforcement hours will be generated from the above outlined enforcement efforts.

Laws

The Nebraska IDTF is committed to strong, high visibility enforcement of our state’s laws. The statewide enforcement plan includes enforcing the following Nebraska State Statutes to the fullest extent:

- 60-498.01 to 60-498.04 - Administrative License Revocation
- 60-6,196 - Driving under influence of alcoholic liquor or drug; penalties.
- 60-6,196.01 - Driving under influence of alcoholic liquor or drug; additional penalty.
- 60-6,197 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; when test administered; refusal; advisement; effect; violation; penalty.
- 60-6,197.01 - Driving while license has been revoked; driving under influence of alcoholic liquor or drug; second and subsequent violations; restrictions on motor vehicles; additional restrictions authorized.
- 60-6,197.02 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; terms, defined; prior convictions; use; sentencing provisions; when applicable.
- 60-6,197.03 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; penalties.
- 60-6,197.04 - Driving under influence of alcoholic liquor or drugs; preliminary breath test; refusal; penalty.
- 60-6,197.05 - Driving under influence of alcoholic liquor or drugs; implied consent to chemical test; revocation; effect.
- 60-6,197.06 - Operating motor vehicle during revocation period; penalties.
- 60-6,197.07 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; city or village ordinances; authorized.
- 60-6,197.08 - Driving under influence of alcoholic liquor or drugs; presentence evaluation.
- 60-6,197.09 - Driving under influence of alcoholic liquor or drugs; not eligible for probation or suspended sentence.
- 60-6,197.10 - Driving under influence of alcohol or drugs; public education campaign; Department of Motor Vehicles; duties.
- 60-6,198 - Driving under influence of alcoholic liquor or drugs; serious bodily injury; violation; penalty.
- 60-6,199 - Driving under influence of alcoholic liquor or drugs; test; additional test; refusal to permit;

effect; results of test; available upon request.

- 60-6,200 - Driving under influence of alcoholic liquor or drugs; chemical test; consent of person incapable of refusal not withdrawn.
- 60-6,201 - Driving under influence of alcoholic liquor or drugs; chemical test; violation of statute or ordinance; results; competent evidence; permit; fee.
- 60-6,202 - Driving under influence of alcoholic liquor or drugs; blood test; withdrawing requirements; damages; liability; when.
- 60-6,203 - Driving under influence of alcoholic liquor or drug; violation of city or village ordinance; fee for test; court costs.
- 60-6,204 - Driving under influence of alcoholic liquor or drugs; test without preliminary breath test; when; qualified personnel.
- 60-6,210 - Blood sample; results of chemical test; admissible in criminal prosecution; disclosure required.
- 60-6,211 - Lifetime revocation of motor vehicle operator's license; reduction; procedure.
- 60-6,211.01 - Person under twenty-one years of age; prohibited acts.
- 60-6,211.02 - Implied consent to submit to chemical test; when test administered; refusal; penalty.
- 60-6,211.05 - Ignition interlock device; continuous alcohol monitoring device and abstention from alcohol use; orders authorized; prohibited acts; violation; penalty; costs; Department of Motor Vehicles Ignition Interlock Fund; created; use; investment; prohibited acts relating to tampering with device; hearing.
- 60-6,211.08 - Open alcoholic beverage container; consumption of alcoholic beverages; prohibited acts; applicability of section to certain passengers of limousine or bus.
- 60-6,211.11 - Prohibited acts related to ignition interlock device; violation; penalty
- 60-498.01 – 24/7 Sobriety Program

The above referenced laws include, but are not limited to, driving while impaired laws for drugs and alcohol, .08 BAC “per se” laws, driving with high BAC (.15 BAC or greater) with enhanced sanctions, zero tolerance for underage drivers (.02 BAC or greater), increased sanctions for repeat offenders and open container laws.

Adjudication Plan

The State is dedicated to the continued prosecution of impaired drivers. This section discusses Nebraska’s efforts in the adjudication and sanctioning of DWI offenders.

Mothers Against Drunk Driving (MADD)

The Nebraska MADD organization conducts a court monitoring program that focuses on impaired driving issues across the state. The project will educate and train local volunteers to collect data, provide written documentation and observe courtroom activity. This will provide judicial accountability and an avenue to enhance relationships between law enforcement, prosecutors, community coalitions and community members.

MADD Nebraska supports impaired driving victims and survivors at no cost. VictimAdvocates reach out and respond to those impacted and are available to those dealing with aftermath of an impaired driving crash.

Felony Motor Vehicle Prosecution Unit

Douglas County represented approximately 31.53 percent (1,465 of 4,646) of all alcohol-related fatal, A and B injury crashes in 2019. Alcohol continues to play a significant factor in driving offenses in Douglas County. The NDOT-HSO provides funding to the Douglas County Attorney's Office to carry out the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU maintains a 97 percent conviction rate (three-year average 2017-2019). The FMVPU also provides ongoing training to law enforcement, meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Administrative License Revocation

The Nebraska Department of Motor Vehicles (DMV) administers the Administrative License Revocation (ALR) program. After receipt of a sworn report from law enforcement following an arrest for DUI, the DMV revokes an operator's licenses and/or operating privileges of the arrested individual. Drivers are revoked for either 180 days for a first offense -OR- for one year for any subsequent offense or if the driver refuses the chemical test.

Nebraska law allows offenders to obtain an Ignition Interlock Permit (IIP) during the ALR. The permit requires the offender to install an approved ignition interlock device on their vehicle in order to operate the vehicle. The ignition interlock device will not allow operation of the vehicle if alcohol is detected. The IIP is not valid for the operation of a commercial motor vehicle.

The DMV also provides training to law enforcement at the Nebraska Law Enforcement Training Center (NLETC) on the administration of the ALR program.

DWI Court

Lancaster County DUI court

Lancaster County DUI Court targets individuals charged with felony third or fourth offense DUI or third or fourth offense refusal of chemical test who are in the criminal justice system as a result of their substance dependency and in need of a highly structured, intensively supervised program to address their substance dependency and become substance-free, law-abiding, and responsible citizens.

Scottsbluff County has a DWI court within Nebraska which targets DWI offenders with a post adjudicatory alcohol intensive supervision treatment program for eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight. The IDTF will also be working with all jurisdictions in Nebraska to launch additional DWI courts.

Judicial Education/Training

The NDOT-HSO annually makes funding available to the state Court Administrator's Office for judicial education opportunities related to impaired driving through the judicial educator.

Post-Conviction and Treatment Plan

Nebraska is aware of the problems of substance abuse and its relationship to impaired driving and is dedicated to the development and implementation of treatment and rehabilitation programs to address the problems.

24/7 Sobriety Program

Grant funding was provided to support a sobriety community-based pilot program to reduce the number of DUI arrests in Douglas County. This program increases the accountability on the part of the participants through the use of immediate sanctions as a condition of a bond and twice daily Blood Alcohol Content (BAC) tests. The Douglas County Department of Corrections monitors and reports participants' compliance for abstinence from use of alcohol for those participants who are approved to participate in accordance with court orders.

Douglas County is the highest population of any of the 93 counties in Nebraska at 517,110 residents. In 2019, there were 1,465 fatal, A and B (FAB) crashes in Douglas County or 31.53% of the total FAB crashes for the State.

Media and Outreach Plan

The IDTF will follow the NDOT-HSO media plan that has been proven effective in the past. IDTF will utilize the FY25 Communication Campaign for this program area and the planned activities include, *Impaired Driving is Deceptively Dangerous, Drive Sober or Get Pulled Over, You Drink and Drive. You Lose and If you feel different you drive different.* These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state. The target audience will be the high-risk group, primarily males ages 18-34.

A strong focus on prevention and enforcement messaging will be utilized by IDTF. The IDTF will work with NDOT-HSO and utilize sports marketing opportunities (baseball, football, basketball, and hockey) to carryout messaging and promotion in target communities and statewide. Through partnerships developed with the IDTF, the NDOT-HSO will work with grantees, traffic safety partners, and IDTF members to carryout alcohol specific messaging in their news notes, new letters and social media platforms to increase education and awareness regarding DUI/DUID related stories, trends and research. IDTF, through NDOT-HSO, will provide mini-grant funding to partners (MADD, SADD, law enforcement, local health districts, and DHHS, Injury Prevention) to reduce the incidence of alcohol-related motor vehicle crashes in target counties.

Additional resources, for the IDTF, for social media outreach include Drive Smart Nebraska online DUI/DUID toolkits, the local health districts, private and public partners, and concerned community members.

In addition to all grantees, local agencies, and organizations, the NDOT-HSO will continue to utilize the Governor's Office, DHHS, DMV, NSP and other State agencies to assist with kick-off promotional efforts to draw attention to the national and Nebraska traffic safety mobilizations/initiatives.

The NDOT-HSO issues local news releases regarding the grant awarded 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 prior to the enforcement activity. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

By reputation, the NDOT-HSO is and will continue to be the primary traffic safety news media resource for the state. The NDOT-HSO is recognized as the best source for impaired driving-related data, information, and to be able to direct media representatives to other additional sources.

Budget

The Highway Safety Office will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant) and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval

The Impaired Driving Task Force met on May 23, 2023, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on June 24, 2024.

Nebraska's Impaired Driving Task Force Charter

- Section 1: The Nebraska's Impaired Driving Task Force (NIDTF) was established March 30, 2017, under the authority of the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR) and direction of the Nebraska Department of Transportation Highway Safety Office (NDOT-HSO).
- Section 2: The NIDTF has been established as an ad hoc group of key multidisciplinary highway safety enforcement, business, health care, media, education, adjudication, and other highway safety advocates.
- Section 3: The NIDTF will approve, monitor, and evaluate the progress of an Impaired Driving Strategic Plan (IDSP). The IDSP contains specific annual and long term goals and objectives. The NIDTF will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in impaired driving prevention.
- Section 4: The NDOT-HSO Administrator has been designated by the GR as the official NIDTF Coordinator. The NDOT-HSO Administrator will assign an impaired driving project manager to plan, organize, and facilitate the NIDTF meetings. The NIDTF activity will be funded by the NDOT-HSO.
- Section 5: NIDTF key stakeholder representatives are from the Nebraska Departments of: Transportation; Health & Human Services; and Motor Vehicles, plus the Court Administrator, the State Patrol, the Crime Commission, Prosecution and Adjudication. Other key members include representatives from local law enforcement agencies, the Attorney General's Office, and Nebraska institutions of higher education.
- Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the NIDTF.
- Section 7: The NIDTF will hold meetings at least four times annually. Meetings will include reports of: prevention programs, law enforcement, criminal justice, publicity and communication, current program evaluation and strategic planning activity.



Governor's Highway Safety Representative
Director, Nebraska Department of Transportation

7-22-24

Date

Nebraska Impaired Driving Task Force Members

LAST NAME	FIRST	TITLE	Communications and Community engagement group	AGENCY	ADDRESS	CITY	ST	ZIP	E-MAIL	PHONE
Bietz	Jeanne	Community Health Educator	X	NE Department of Health & Human Services	301 Centennial Mall South	Lincoln	NE	68509	Jeanne.Bietz@nebraska.gov	402-471-0361
Burmeister	Tracy	Traffic Manager	X	Nebraska Safety Council	3243 Cornhusker Hwy, Ste A10	Lincoln	NE	68504	tburmeister@nesafetycouncil.org	402-483-2511
Caradori	Sean	Captain	X	Nebraska State Patrol	4600 Innovation Dr	Lincoln	NE	68521	sean.caradori@nebraska.gov	402-471-0105
Draper	Sara	Executive Director	X	MADD Nebraska State Office	PO Box 791	Lincoln	NE	68505	sara.draper@madd.org	402-434-5330
Faber	Renea	Program Specialist		Administrative Office of Courts and Probation	521 S 14th St., Ste. 220	Lincoln	NE	68509	renee.faber@nebraska.gov	402-326-4909
Van Pelt	Kirk	Road Safety Program Coordinator	X	Nebraska Safety Council	3243 Cornhusker Hwy, Ste A10	Lincoln	NE	68504	kvanpelt@nesafetycouncil.org	402-483-2511
Hicks	Zack	Epidemiology Surveillance Coordinator - Injury Epidemiologist		NE Department of Health & Human Services	301 Centennial Mall South	Lincoln	NE	68509	zack.hicks@nebraska.gov	402-471-7820
Chase	Kevin	Director, Training & Safety Services	X	Nebraska Trucking Association, Inc.	1701 K St	Lincoln	NE	68508	kevin@nebtrucking.com	402-476-8504
Grummert	Mike	Captain - Drug Recognition Expert	X	Nebraska State Patrol	4600 Innovation Dr	Lincoln	NE	68521	michael.grummert@nebraska.gov	402-331-3333
Lefler	John	Executive Director	X	Nebraska Safety Council	3243 Cornhusker Hwy, Ste A10	Lincoln	NE	68504	jlefler@nesafetycouncil.org	402-483-2513
Hopkins	Megan	Project Director	X	Nebraska Collegiate Prevention Alliance	110 Ruth Leverton Hall	Lincoln	NE	68588	mhopkins2@unl.edu	402-853-4388
Kovarik	Bill	Highway Safety Administrator	X	NDOT Highway Safety Office	PO Box 94612	Lincoln	NE	68509	william.kovarik@nebraska.gov	402-471-2515
Lackey	Ken	Attorney - Legal		NE Department of Motor Vehicles	PO Box 94699	Lincoln	NE	68509	kenneth.lackey@nebraska.gov	402-471-9595
Laird	Celeste	Forensic Laboratory Manager		Nebraska State Patrol - Crime Lab	3977 Air Park Road	Lincoln	NE	68524	Celeste.laird@nebraska.gov	402-471-8950
Lindberg	Ryan	Deputy County Attorney		Douglas County Attorney's Office	1701 Farnam St, 100 Hall of Justice	Omaha	NE	68183	ryan.lindberg@douglascounty-ne.gov	402-444-4868
Murer	Michael	Deputy County Attorney		Douglas County Attorney's Office	1701 Farnam St, 100 Hall of Justice	Omaha	NE	68183	michael.murer@douglascounty-ne.gov	402-444-4868
Myers	Michael	Director of Corrections		Douglas County - Department of Corrections	1819 Farnam Street, Civic Center	Omaha	NE	68183	michael.myers@douglascounty-ne.gov	402-599-2525
Overman	Mark	Sheriff	X	Scotts Bluff County Sheriff's Office	1825 10th St	Gering	NE	69341	moverman@scottsbluffcounty.org	308-436-6667
Decker	Ryan	Deputy County Attorney		Lancaster County Attorney's Office	575 South 10th Street	Lincoln	NE	68508	rdecker@lancaster-ne.gov	402-441-7321
Qu	Ming	Department Administrator		NE Department of Health & Human Services	301 Centennial Mall South	Lincoln	NE	68509	Ming.Qu@nebraska.gov	402-471-0566
Stevenson	Tammy	Executive Director		The Bridge Behavioral Health	721 K St	Lincoln	NE	68508	tstevenson@thebridgenebraska.org	402-477-3951
Stewart	Dustin	Traffic Safety Specialist	X	NDOT Highway Safety Office	PO Box 94612	Lincoln	NE	68509	dustin.stewart@nebraska.gov	402-471-3880
Topko	Liene	Policy & Research Coordinator	X	Project Extra Mile	11620 M Circle	Omaha	NE	68137	liene@projectextramile.org	402-898-7353
Vierk	Ed	Assistant Attorney General/TSRP		NE Attorney General's Office	PO Box 98920	Lincoln	NE	68509	ed.vierk@nebraska.gov	402-471-4958
Wagner	Chris	Executive Director	X	Project Extra Mile	11620 M Circle	Omaha	NE	68137	chris@projectextramile.org	402-898-7342
Wagner	Terry	Sheriff	X	Lancaster County Sheriff's Office	575 S 10th St	Lincoln	NE	68508	twagner@lancaster-ne.gov	402-441-6500
Owens	Timothy	Lieutenant	X	Douglas County Sheriff's Office	3601 N 156 th St	Omaha	NE	68116	timothy.owens@douglascounty-ne.gov	402-444-6636
Wolfe	Lisa	Financial Representative		NE Department of Motor Vehicles	PO Box 94877	Lincoln	NE	68509	lisa.wolfe@nebraska.gov	402-471-6357
Ortner	Brian	Public Affairs Specialist	X	AAA Nebraska		Omaha	NE	68103	bortner@acg.aaa.com	402-310-8068

Racial Profiling Data Collection Grant

Nebraska Commission on Law Enforcement and Criminal Justice (Crime Commission)

Traffic Stops in Nebraska (Racial Profiling Data) – Agency/County Traffic Stop Data Reports

Annual statistical data publicly available on the Nebraska Commission on Law Enforcement and Criminal Justice by county and law enforcement agency: <https://ncc.nebraska.gov/traffic-stops-nebraska>

Nebraska Racial Profiling Revised Statutes

20-501. Racial profiling; legislative intent.

Racial profiling is a practice that presents a great danger to the fundamental principles of a democratic society. It is abhorrent and cannot be tolerated. An individual who has been detained or whose vehicle has been stopped by the police for no reason other than the color of his or her skin or his or her apparent nationality or ethnicity is the victim of a discriminatory practice.

Source: Laws 2001, LB 593, § 1; Laws 2013, LB99, § 1.

20-502. Racial profiling prohibited.

(1) No member of the Nebraska State Patrol or a county sheriff's office, officer of a city or village police department, or member of any other law enforcement agency in this state shall engage in racial profiling. The disparate treatment of an individual who has been detained or whose motor vehicle has been stopped by a law enforcement officer is inconsistent with this policy.

(2) Racial profiling shall not be used to justify the detention of an individual or to conduct a motor vehicle stop.

Source: Laws 2001, LB 593, § 2; Laws 2013, LB99, § 2.

20-503. Terms, defined.

For purposes of sections 20-501 to 20-506:

(1) Disparate treatment means differential treatment of persons on the basis of race, color, or national origin;

(2) Motor vehicle stop means any stop of a motor vehicle, except for a stop of a motor truck, truck-tractor, semitrailer, trailer, or towed vehicle at a state weighing station; and

(3) Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

Source: Laws 2001, LB 593, § 3; Laws 2004, LB 1162, § 1.

20-504. Written racial profiling prevention policy; contents; Nebraska Commission on Law Enforcement and Criminal Justice; powers; duties; records maintained; immunity; law enforcement officer, prosecutor, defense attorney, or probation officer; report required.

(1) On or before January 1, 2014, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall adopt and provide a copy to the Nebraska Commission on Law Enforcement and Criminal Justice of a written policy that prohibits the detention of any person or a motor vehicle stop when such action is motivated by racial profiling. Such racial profiling prevention policy shall include definitions consistent with section 20-503 and one or more internal methods of prevention and enforcement, including, but not limited to:

- (a) Internal affairs investigation;
- (b) Preventative measures including extra training at the Nebraska Law Enforcement Training Center focused on avoidance of apparent or actual racial profiling;
- (c) Early intervention with any particular personnel determined by the administration of the agency to have committed, participated in, condoned, or attempted to cover up any instance of racial profiling; and
- (d) Disciplinary measures or other formal or informal methods of prevention and enforcement.

None of the preventative or enforcement measures shall be implemented contrary to the collective-bargaining agreement provisions or personnel rules under which the member or officer in question is employed.

(2) The Nebraska Commission on Law Enforcement and Criminal Justice may develop and distribute a suggested model written racial profiling prevention policy for use by law enforcement agencies, but the commission shall not mandate the adoption of the model policy except for any particular law enforcement agency which fails to timely create and provide to the commission a policy for the agency in conformance with the minimum standards set forth in this section.

(3) With respect to a motor vehicle stop, on and after January 1, 2002, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall record and retain the following information using the form developed and promulgated pursuant to section 20-505:

- (a) The number of motor vehicle stops;
 - (b) The characteristics of race or ethnicity of the person stopped. The identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop and the information shall not be required to be provided by the person stopped;
 - (c) If the stop is for a law violation, the nature of the alleged law violation that resulted in the motor vehicle stop;
 - (d) Whether a warning or citation was issued, an arrest made, or a search conducted as a result of the motor vehicle stop. Search does not include a search incident to arrest or an inventory search; and
 - (e) Any additional information that the Nebraska State Patrol, the county sheriffs, all city and village police departments, or any other law enforcement agency in this state, as the case may be, deems appropriate.
- (4) The Nebraska Commission on Law Enforcement and Criminal Justice may develop a uniform system for receiving allegations of racial profiling. The Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegation. No information revealing the identity of the law enforcement officer involved in the stop shall be used, transmitted, or disclosed in violation of any collective-bargaining agreement provision or personnel rule under which such law enforcement officer is employed. No

information revealing the identity of the complainant shall be used, transmitted, or disclosed in the form alleging racial profiling.

(5) Any law enforcement officer who in good faith records information on a motor vehicle stop pursuant to this section shall not be held civilly liable for the act of recording such information unless the law enforcement officer's conduct was unreasonable or reckless or in some way contrary to law.

(6) On or before October 1, 2002, and annually thereafter, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and all other law enforcement agencies in this state shall provide to the Nebraska Commission on Law Enforcement and Criminal Justice, in such form as the commission prescribes, a summary report of the information recorded pursuant to subsection (3) of this section.

(7) The Nebraska Commission on Law Enforcement and Criminal Justice shall, within the limits of its existing appropriations, including any grant funds which the commission is awarded for such purpose, provide for an annual review and analysis of the prevalence and disposition of motor vehicle stops based on racial profiling and allegations of racial profiling involved in other detentions reported pursuant to this section. After the review and analysis, the commission may, when it deems warranted, inquire into and study individual law enforcement agency circumstances in which the raw data collected and analyzed raises at least some issue or appearance of possible racial profiling. The commission may make recommendations to any such law enforcement agency for the purpose of improving measures to prevent racial profiling or the appearance of racial profiling. The results of such review, analysis, inquiry, and study and any recommendations by the commission to any law enforcement agency shall be reported annually to the Governor and the Legislature. The report submitted to the Legislature shall be submitted electronically.

(8) Any law enforcement officer, prosecutor, defense attorney, or probation officer, unless restricted by privilege, who becomes aware of incidents of racial profiling by a law enforcement agency, shall report such incidents to the Nebraska Commission on Law Enforcement and Criminal Justice within thirty days after becoming aware of such practice.

Source: Laws 2001, LB 593, § 4; Laws 2004, LB 1162, § 2; Laws 2006, LB 1113, § 19; Laws 2010, LB746, § 1; Laws 2012, LB782, § 21; Laws 2013, LB99, § 3.

20-505. Forms authorized.

On or before January 1, 2002, the Nebraska Commission on Law Enforcement and Criminal Justice, the Superintendent of Law Enforcement and Public Safety, the Attorney General, and the State Court Administrator may adopt and promulgate (1) a form, in printed or electronic format, to be used by a law enforcement officer when making a motor vehicle stop to record personal identifying information about the operator of such motor vehicle, the location of the stop, the reason for the stop, and any other information that is required to be recorded pursuant to subsection (3) of section 20-504 and (2) a form, in printed or electronic format, to be used to report an allegation of racial profiling by a law enforcement officer.

Source: Laws 2001, LB 593, § 5; Laws 2013, LB99, § 4.

20-506. Racial Profiling Advisory Committee; created; members; duties.

(1) The Racial Profiling Advisory Committee is created.

(2)(a) The committee shall consist of:

(i) The executive director of the Nebraska Commission on Law Enforcement and Criminal Justice, who also shall be the chairperson of the committee;

- (ii) The Superintendent of Law Enforcement and Public Safety or his or her designee;
 - (iii) The director of the Commission on Latino-Americans or his or her designee; and
 - (iv) The executive director of the Commission on Indian Affairs or his or her designee.
- (b) The committee shall also consist of the following persons, each appointed by the Governor from a list of five names submitted to the Governor for each position:
- (i) A representative of the Fraternal Order of Police;
 - (ii) A representative of the Nebraska County Sheriffs Association;
 - (iii) A representative of the Police Officers Association of Nebraska;
 - (iv) A representative of the American Civil Liberties Union of Nebraska;
 - (v) A representative of the AFL-CIO;
 - (vi) A representative of the Police Chiefs Association of Nebraska;
 - (vii) A representative of the Nebraska branches of the National Association for the Advancement of Colored People; and
 - (viii) A representative of the Nebraska State Bar Association appointed by the Governor from a list of attorneys submitted by the executive council of the Nebraska State Bar Association.
- (3) The committee shall meet and organize within thirty days after the appointment of the members. The committee shall meet semiannually at a time and place to be fixed by the committee. Special meetings may be called by the chairperson or at the request of two or more members of the committee.
- (4) The committee shall advise the commission and its executive director in the conduct of their duties regarding (a) the completeness and acceptability of written racial profiling prevention policies submitted by individual law enforcement agencies as required by subsection (1) of section 20-504, (b) the collection of data by law enforcement agencies, any needed additional data, and any needed additional analysis, investigation, or inquiry as to the data provided pursuant to subsection (3) of section 20-504, (c) the review, analysis, inquiry, study, and recommendations required pursuant to subsection (7) of section 20-504, including an analysis of the review, analysis, inquiry, study, and recommendations, and (d) policy recommendations with respect to the prevention of racial profiling and the need, if any, for enforcement by the Department of Justice of the prohibitions found in section 20-502.

Source: Laws 2004, LB 1162, § 5; Laws 2010, LB746, § 2; Laws 2013, LB99, § 5.

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Nebraska

Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE (applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature



07/30/25

Signature Governor's Representative for Highway Safety

Date

Vicki Kramer

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at _____ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

- ☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
- ☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
- ☐ The State's comprehensive occupant protection program is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- ☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date); **FOOTNOTE:** NDOT's Occupant Protection Assessment was approved in July 2025 and scheduled for September 15-19, 2025. It will be implemented before the start of Fiscal Year 2026.

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))

[Check the box above only if applying for this grant.]

ALL STATES

- ☐ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☐ The State has designated a TRCC coordinator.
- ☐ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☐ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))

[Check the box above only if applying for this grant.]

ALL STATES

- ☐ The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☐ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- ☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
 - Identify all alcohol-ignition interlock use exceptions.
 - _____
- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

-
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
- _____
- Identify all alcohol-ignition interlock use exceptions.
- _____

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- ☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- ☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- ☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

- ☐ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

- ☐ **Prohibition on Viewing Devices While Driving**
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant
 - *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS ([23 CFR 1300.25](#))

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

- ☐ **Motorcycle Rider Training Course**
 - The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
 - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
 - In the annual grant application at _____
 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
_____.

AND

The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
Legal citation(s):
_____.

- Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a law State—
 - The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):* _____.
- Applying as a documentation State—
 - The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a law State—
 - The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

○ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

○ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- ☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- ☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☐ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☐ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☐ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

Sample questions used on the Nebraska Driver exam.

1	<u>4000</u>	7	English	O-General Info	Drivers who use hand held cell phones are 4 times more likely to get into a crash serious enough to injure themselves.																				
					<table><tr><th><u>Answer ID</u></th><th><u>Answer</u></th><th><u>Audio Filename</u></th><th><u>Video Filename</u></th></tr><tr><td>1</td><td>True</td><td><input type="checkbox"/></td><td>A_ENG_4000_1.mp3</td></tr><tr><td>2</td><td>False</td><td><input type="checkbox"/></td><td>A_ENG_4000_2.mp3</td></tr></table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	True	<input type="checkbox"/>	A_ENG_4000_1.mp3	2	False	<input type="checkbox"/>	A_ENG_4000_2.mp3								
<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>																						
1	True	<input type="checkbox"/>	A_ENG_4000_1.mp3																						
2	False	<input type="checkbox"/>	A_ENG_4000_2.mp3																						
Domain																									
1	<u>4001</u>	7	English	O-General Info	Using a hands free cell phone while driving is not distracting.																				
					<table><tr><th><u>Answer ID</u></th><th><u>Answer</u></th><th><u>Audio Filename</u></th><th><u>Video Filename</u></th></tr><tr><td>1</td><td>True</td><td><input type="checkbox"/></td><td>A_ENG_4001_1.mp3</td></tr><tr><td>2</td><td>False</td><td><input type="checkbox"/></td><td>A_ENG_4001_2.mp3</td></tr></table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	True	<input type="checkbox"/>	A_ENG_4001_1.mp3	2	False	<input type="checkbox"/>	A_ENG_4001_2.mp3								
<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>																						
1	True	<input type="checkbox"/>	A_ENG_4001_1.mp3																						
2	False	<input type="checkbox"/>	A_ENG_4001_2.mp3																						
2	<u>4001</u>	7	Spanish	O-General Info	Usar un aparato manos libres para un teléfono celular mientras se																				
1	<u>4002</u>	4	English	O-General Info	Events or things that prevent you from operating your car safely are																				
					<table><tr><th><u>Answer ID</u></th><th><u>Answer</u></th><th><u>Audio Filename</u></th><th><u>Video Filename</u></th></tr><tr><td>1</td><td>Accidents</td><td><input type="checkbox"/></td><td>A_ENG_4002_1.mp3</td></tr><tr><td>2</td><td>Interruptions</td><td><input type="checkbox"/></td><td>A_ENG_4002_2.mp3</td></tr><tr><td>3</td><td>Distractions</td><td><input type="checkbox"/></td><td>A_ENG_4002_3.mp3</td></tr><tr><td></td><td></td><td></td><td>A_ENG_4002_4.mp3</td></tr></table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	Accidents	<input type="checkbox"/>	A_ENG_4002_1.mp3	2	Interruptions	<input type="checkbox"/>	A_ENG_4002_2.mp3	3	Distractions	<input type="checkbox"/>	A_ENG_4002_3.mp3				A_ENG_4002_4.mp3
<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>																						
1	Accidents	<input type="checkbox"/>	A_ENG_4002_1.mp3																						
2	Interruptions	<input type="checkbox"/>	A_ENG_4002_2.mp3																						
3	Distractions	<input type="checkbox"/>	A_ENG_4002_3.mp3																						
			A_ENG_4002_4.mp3																						
1	<u>4003</u>	5	English	O-General Info	Text messaging while driving increases a driver's crash risk by ____ times?																				
					<table><tr><th><u>Answer ID</u></th><th><u>Answer</u></th><th><u>Audio Filename</u></th><th><u>Video Filename</u></th></tr><tr><td>1</td><td>13</td><td><input type="checkbox"/></td><td>A_ENG_4003_1.mp3</td></tr><tr><td>2</td><td>23</td><td><input type="checkbox"/></td><td>A_ENG_4003_2.mp3</td></tr><tr><td>3</td><td>33</td><td><input type="checkbox"/></td><td>A_ENG_4003_3.mp3</td></tr><tr><td>4</td><td>43</td><td><input type="checkbox"/></td><td>A_ENG_4003_4.mp3</td></tr></table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	13	<input type="checkbox"/>	A_ENG_4003_1.mp3	2	23	<input type="checkbox"/>	A_ENG_4003_2.mp3	3	33	<input type="checkbox"/>	A_ENG_4003_3.mp3	4	43	<input type="checkbox"/>	A_ENG_4003_4.mp3
<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>																						
1	13	<input type="checkbox"/>	A_ENG_4003_1.mp3																						
2	23	<input type="checkbox"/>	A_ENG_4003_2.mp3																						
3	33	<input type="checkbox"/>	A_ENG_4003_3.mp3																						
4	43	<input type="checkbox"/>	A_ENG_4003_4.mp3																						
1	<u>4004</u>	5	English	O-General Info	An example of a distraction while driving could be																				
					<table><tr><th><u>Answer ID</u></th><th><u>Answer</u></th><th><u>Audio Filename</u></th><th><u>Video Filename</u></th></tr><tr><td>1</td><td>Eating</td><td><input type="checkbox"/></td><td>A_ENG_4004_1.mp3</td></tr><tr><td>2</td><td>Applying makeup</td><td><input type="checkbox"/></td><td>A_ENG_4004_2.mp3</td></tr><tr><td>3</td><td>Reading</td><td><input type="checkbox"/></td><td>A_ENG_4004_3.mp3</td></tr><tr><td>4</td><td>All of the above</td><td><input type="checkbox"/></td><td>A_ENG_4004_4.mp3</td></tr></table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	Eating	<input type="checkbox"/>	A_ENG_4004_1.mp3	2	Applying makeup	<input type="checkbox"/>	A_ENG_4004_2.mp3	3	Reading	<input type="checkbox"/>	A_ENG_4004_3.mp3	4	All of the above	<input type="checkbox"/>	A_ENG_4004_4.mp3
<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>																						
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