

NEBRASKA 2020 HIGHWAY SAFETY PLAN Annual Report



Crime/Crash Clock 2018 Values

Crime

- 1** murder every **32.5** minutes
- 1** violent crime every **26.2** seconds
- 1** property crime every **4.4** seconds
- 1** burglary every **25.7** seconds



Crash

- 1** fatality every **14** minutes
- 1** person injured* every **12** seconds
- 1** property damage* crash every **7** seconds
- 1** law-enforcement-reported* crash every **5** seconds



NDOT
Highway Safety Office



NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2020 HIGHWAY SAFETY PLAN

October 1, 2019 – September 30, 2020

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

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

Executive Summary

INTRODUCTION

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

During Fiscal Year FY2020, a total of \$4,464,454.94 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, 405e, and 1906 for a total of 321 grants. Fifty-seven percent of the funds were awarded to or for the local benefit of cities, counties, municipal government agencies, and non-profit organizations. The remainder was awarded to state agencies for traffic safety projects.

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

MISSION STATEMENT

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

The NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures. The minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems.

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

ADDITIONAL OUTCOME PERFORMANCE MEASURES

Utilizing state crash data for fatal and injury (*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use; 4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area ("all other

factors”) is utilized to address other issues when appropriate. Along with these, two other additional performance measures were added; distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (* A = Disabling Injury; ^ B = Visible, but not disabling injury)

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

Measurable targets and objectives are determined using at least five years of historical data. The annual targets are selected based upon expected trends.

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

STATE CRASH DATA SUMMARY

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

While 2020 state crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2012-2016 moving average crash data with the 2019 final numbers because initial program activity begins in 2018. The 2019 crash data was projected at the time of the FY2020 HSP submission and have been revised in this report with actual 2019 numbers.

In comparing the 2012–2016 calendar base year average with 2019, the following areas of serious traffic injuries and alcohol impaired fatalities showed a decrease of 11.7 percent and 20.3 percent respectively. While total traffic fatalities and motorcycle fatalities showed an increase of 11.7 percent and 25 percent respectively. “All other factors” (minus alcohol and speed) crashes increased by 1.8 percent and the occupant restraint use decreased by 7.2 percentage points from 85.9 percent in 2017 to the 2019 use rate of 79.7%.

In the FY2020 HSP, a more aggressive approach of target setting was taken in several areas, including the overall target.

- In 2019 fatal, A and B crashes decreased by 0.9 percent from 4,904 (2012-2016 rolling average) to 4,861.
- In 2019 alcohol-impaired fatal, A and B crashes decreased by 19.7 percent from 585 (2012-2016 rolling average) to 470.
- In 2019 speed-related fatal, A and B crashes increased by 0.3 percent from 299 (2012-2016 rolling average) to 300.
- In 2019 youth-involved fatal, A and B crashes decreased by 23.7 percent from 1,351 (2012-2016 rolling average) to 1,259.

- In 2019 fatal, A and B crashes caused by all other factors increased by 1.8 percent from 4,017 (2012-2016 rolling average) to 4,091.
- In 2019 distracted driver fatal, A and B crashes decreased by 1.9 percent from 844 (2012-2016 rolling average) to 828.
- In 2019 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes decreased by 15.5 percent from 58 (2012-2016 rolling average) to 49.
- The total number of fatal crashes increased by 6.5 percent from the 2012-2016 calendar base year average of 199 to 212 in 2019.
- The total number of reported injury crashes increased by 6.7 percent from the 2012-2016 calendar base average of 11,115 to 11,917 in 2019.
- The number of persons injured also increased by 4.1 percent from the 2012-2016 calendar base average of 16,519 to 17,198 in 2019.
- Traffic fatalities increased by 8.8 percent (228 in 2017 to 248 in 2019) and the traffic fatality rate increased slightly from 2018 to 2019 at 1.17 per 100 million vehicle miles traveled.

NEBRASKA PRIORITY COUNTIES FOR FISCAL YEAR 2020

NEBRASKA PRIORITY COUNTIES FOR FY2020									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
22 County Population									1,554,831
Statewide		5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

FISCAL YEAR 2020 HIGHLIGHTS

- A total of 145 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 48,593 additional hours, 473 seat belt citations, 763 impaired driving arrests, 6,364 speeding citations and 25,448 total contacts.
- Mini-grant contracts were awarded to 75 law enforcement agencies to purchase traffic safety equipment, 28 radars, 24 in-car cameras, 20 preliminary breath testers and 3 evidentiary breath testing units in support of enforcement.
- The 45 radar units awarded resulted in a total of 262 speeding citations and 639 speeding warnings being issued.
- The 69 preliminary breath testing units resulted in 929 preliminary breath tests.
- The 24 in-car cameras awarded were used to record 612 traffic stops.
- The 3 evidentiary breath testing units awarded resulted in 75 evidentiary breath tests being conducted. Six refurbished DataMaster cdm were provided to various law enforcement agencies.

- There were 19 mini-grant contracts awarded to law enforcement for alcohol compliance checks and activities were carried out in 9 counties, 100% of the activity occurred in priority counties. There were 265 selective overtime hours, 500 businesses checked and total citations issued were 129.
- Eight inspection stations were provided funding to purchase 181 child safety seats for qualifying low-income families, serving 25 counties.
- In 2020, 124 Child Passenger Safety Technicians (CPST) recertified, which is a 67.4% re-certification rate for Nebraska. Nebraska has 19 inspection stations across the state, covering 61 of the 93 counties. There were two CPS classes, across the state bringing in 10 new CPST's, utilizing 18 Child Passenger Safety Technician Instructors. Several trainings and updates were cancelled due to Covid-19.
- Two sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities. Additional checkpoints were cancelled due to Covid-19.
- There were 14 mini grants awarded for training, surveys, and public information and education activities.
- A total of 89,700 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 50,000 highway safety public information and educational material items were printed for distribution. Over 70 percent of the materials went to priority counties as defined by HSO.
- In October 2020, twenty-eight new Drug Recognition Experts completed all phases of DRE training and became certified.
- The Nebraska Law Enforcement Training Center provided 15 law enforcement courses, radar, in-car camera, ARIDE, crash investigation, etc. to 551 law enforcement personnel, 301 law enforcement and non-law enforcement personnel received training in preliminary breath testing and 246 law enforcement and non-law enforcement personnel received training in evidentiary breath testing.
- Nebraska completed the NHTSA required Occupant Protection Assessment in March 2020. There were approximately 27 stakeholders interviewed by the panel, determining strengths and weakness of the program. A final report was provided to the HSO March 6, 2020.

RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

Fatality Data – National Center for Statistics and Analysis – (NCSA)
Fatality Analysis Reporting Systems (FARS)

Core Outcome Measures		2013	2014	2015	2016	2017	2018	2019
C-1) Traffic Fatalities	Total	211	225	246	218	228	230	248
	Rural	170	177	173	166	159	171	174
	Urban	41	48	73	52	69	59	74
	Unknown	0	0	0	0	0	0	0
C-2) Serious Injuries (State Data)	Total	1,536	1,620	1,520	1,588	1,478	1,394	1,400
C-3) Fatalities Per 100 Million Vehicle Miles Driven	Total	1.09	1.15	1.22	1.05	1.09	1.10	1.17
	Rural	1.51	1.55	1.52	1.46	1.38	1.46	1.49
	Urban	0.51	0.59	0.84	0.56	0.73	0.64	0.77
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	169	183	186	168	168	165	197
	Restrained	44	57	47	61	49	57	74
	Unrestrained	105	95	118	86	101	88	90
	Unknown	20	31	21	21	18	20	33
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)***		60	60	65	62	67	66	51
C-6) Speed-Related Fatalities		39	49	37	36	37	29	49
C-7) Motorcyclist Fatalities	Total	14	20	25	20	27	23	25
	Helmeted	12	18	18	9	20	9	23
C-8) Unhelmeted Motorcyclist Fatalities	Unhelmeted	1	1	4	3	0	2	0
	Unknown	1	1	3	8	7	12	2
Drivers Involved in Fatal Crashes	Total	275	305	328	302	316	353	352
	Aged Under 15	0	2	0	0	0	0	2
	Aged 15-20	39	32	39	26	35	40	32
C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes	Aged Under 21	39	34	39	26	35	40	32
	Aged 21 and Over	233	270	287	275	277	308	320
	Unknown Age	3	1	2	8	4	5	0
C-10) Pedestrian Fatalities		12	9	19	12	20	24	20
C-11) Bicyclist and Other Cyclist Fatalities		0	2	4	1	3	0	1
Core Outcome Measure		2013	2014	2015	2016	2017	2018	2019
B-1) Statewide Observed Seat Belt Use for Passenger Vehicles Front Seat Outboard Occupants (Health Education Inc.)***		79%	79%	80%	83%	86%	85.5%	79.7%
Activity Measure		2013	2014	2015	2016	2017	2018	2019
A-1) Safety Belt Citations Grant Funded		3,178	2,790	1,914	1,837	2,503	1,102	1,084
A-2) Impaired Driving Arrests Grant Funded		2,611	1,301	775	1,183	1,368	1,150	1,141
A-3) Speeding Citations Grant Funded		19,097	17,415	15,513	22,788	19,375	9,346	9,266
<p>* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811025) 2019 Information is State Data submitted to FARS ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ****Nebraska Data State Survey</p>								

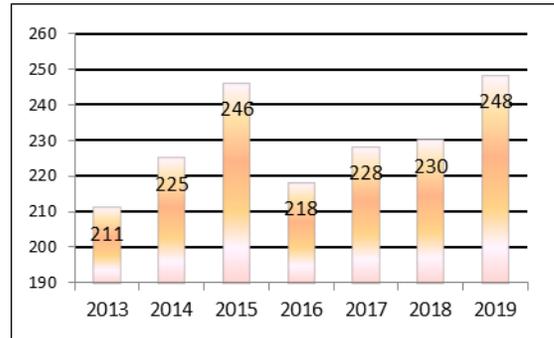
Assessment of Results in Achieving Performance Targets for FY20 and FY19									
Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/FY 20 Progress Results	On Track to Meet FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	239	2013 – 2017 FARS/ In Progress	Y	239	2015-2019	2015 – 2019 FARS/248	N
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	1,442	2013 – 2017 FARS/ In Progress	N	1,540	2015-2019	2015 – 2019 FARS/1,400	Y
C-3) Fatalities/VMT	5 year	2016-2020	1.14	2013 – 2017 FARS/ In Progress	N	1.18	2015-2019	2015 – 2019 FARS/1.17	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY20 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2020	102	2013 – 2017 FARS/ In Progress	Y	107	2019	2019 FARS/90	Y
C-5) Alcohol-Impaired Driving Fatalities	Annual	2020	64	2013 – 2017 FARS/ In Progress	Y	64	2019	2019 FARS/51	Y
C-6) Speeding-Related Fatalities	Annual	2020	42	2013 – 2017 FARS/ In Progress	Y	42	2019	2019 FARS/49	N
C-7) Motorcyclist Fatalities (FARS)	Annual	2020	24	2013 – 2017 FARS/ In Progress	N	23	2019	2019 FARS/25	N
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2020	2	2013 – 2017 FARS/ In Progress	N	2	2019	2019 FARS/2	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 year	2018-2020	35	2013 – 2017 FARS/ In Progress	Y	31	2017-2019	2017-2019/32	N
C-10) Pedestrian Fatalities	5 year	2016-2020	19	2013 – 2017 FARS/ In Progress	Y	17	2015-2019	2015 – 2019/20	N
C-11) Bicyclist Fatalities	5 year	2016-2020	2	2013 – 2017 FARS/ In Progress	Y	1	2015-2019	2015 – 2019/1	Y
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	0.904	State survey/80.6%	N	88.9	2019	State survey/79.7%	N

Note: The result of the targets reflects actual 2019 crash data. Nebraska traffic crash data for 2020 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS/HSIP)

Target: To decrease the increasing trend for traffic fatalities by 2 percent from 226 (5 year rolling average in 2013-2017) to 239 by December 31, 2020.

Result: Traffic fatalities increased 9.93 percent from the 2013-2017 calendar base year average of 226 to 248 in 2019.

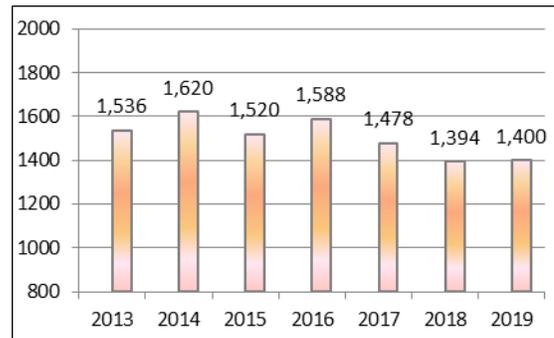


++2020 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.

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

Target: To decrease serious traffic injuries by 5.1 percent from 1,548 (5 year rolling average in 2013-2017) to 1,442 by December 31, 2020.

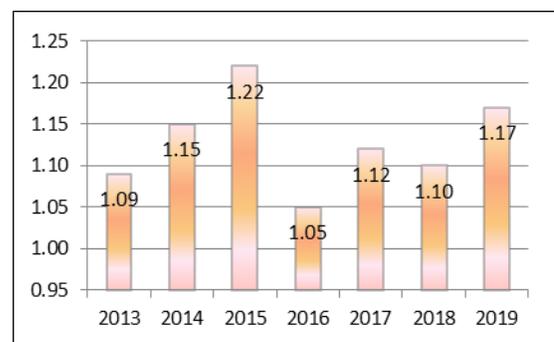
Result: Serious injuries decreased by 9.58 percent from the 2013-2017 calendar base year average of 1,548 to 1,400 in 2019.



C-3) FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT) (FARS/HSIP/STATE CRASH DATA)

Target: To decrease the increasing trend for fatalities/100 VMT by 2 percent from 1.12 percent (5 year rolling average in 2013-2017) to 1.14 by December 31, 2020.

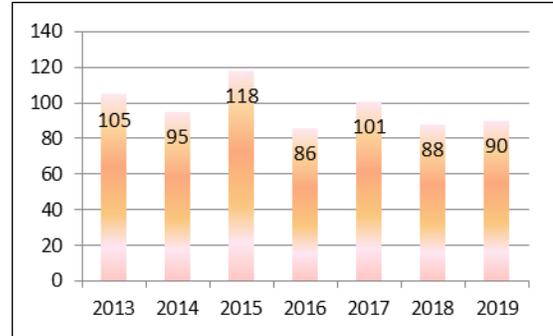
Result: Fatalities/VMT increased by .04 points from the 2013-2017 calendar base year average of 1.13 to 1.17 in 2019.



C-4) UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (ALL SEAT POSITIONS) (FARS)

Target: To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from 102 (2013-2017 rolling average) to 102, by December 31, 2020.

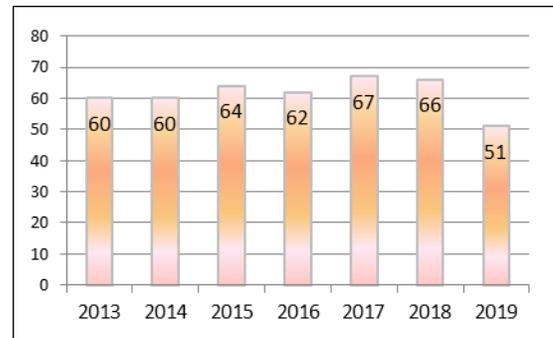
Result: Unrestrained passenger vehicle occupant fatalities in all seating positions increased by 1.0 percent from the 2013-2017 calendar base year average of 100 to 101 in 2017.



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

Target: To decrease the increasing trend for alcohol-impaired driving fatalities by 2 percent from 63 (2013-2017 rolling average) to 64 by December 31, 2020.

Result: Alcohol-impaired driving fatalities (BAC=.08+) decreased by 18.5 percent from the 2013-2017 calendar base year average of 63 to 51 in 2019.

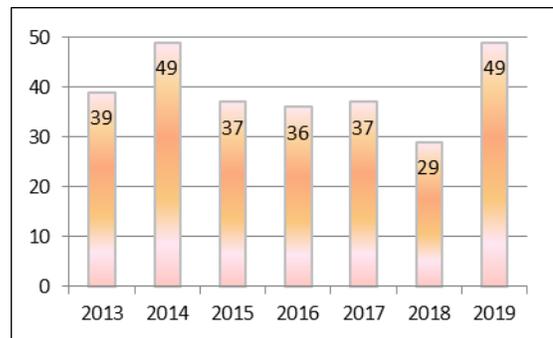


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2018-2020.

C-6) SPEED-RELATED FATALITIES (FARS)

Target: To decrease the increasing trend for speeding-related fatalities by 2 percent from 40 (2013-2017 rolling average) to 42, by December 31, 2020.

Result: Speed-related fatalities increased by 23.7 percent from the 2013-2017 calendar base year average of 40 to 49 in 2019.

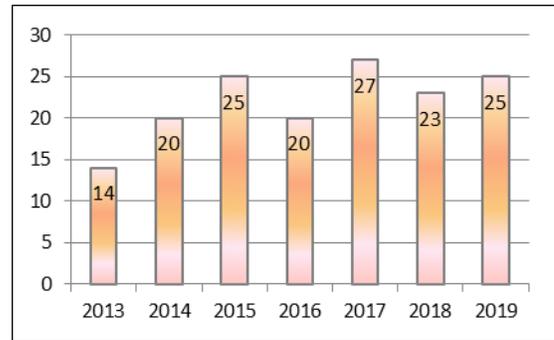


C-7) MOTORCYCLIST FATALITIES (FARS)

Target: To decrease the increasing trend for motorcyclist fatalities by 2 percent from 21 (2013-2017 rolling average) to 24, by December 31, 2020.

Result: Motorcyclist fatalities increased by 17.9 percent from the 2013-2017 calendar base year average of 21 to 25 in 2019.

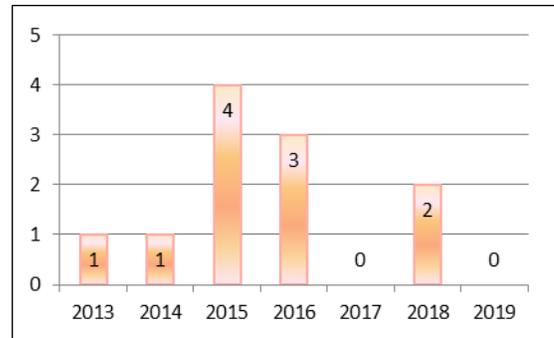
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2018-2020.



C-8) UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Target: To hold steady unhelmeted motorcyclist fatalities by 0.0 percent from 2 (2013-2017 rolling average) to 2, by December 31, 2020.

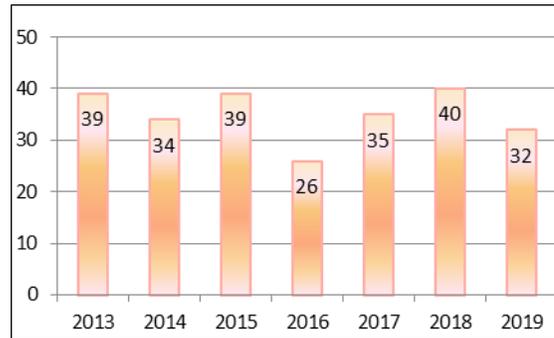
Result: Unhelmeted motorcyclist fatalities decreased by 100 percent from the 2013-2017 calendar base year average of 2 to 0 in 2019.



C-9) DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Target: To reduce drivers age 20 and younger involved in fatal crashes by .5 percent from 35 (2013-2017 rolling average) to 35, by December 31, 2020.

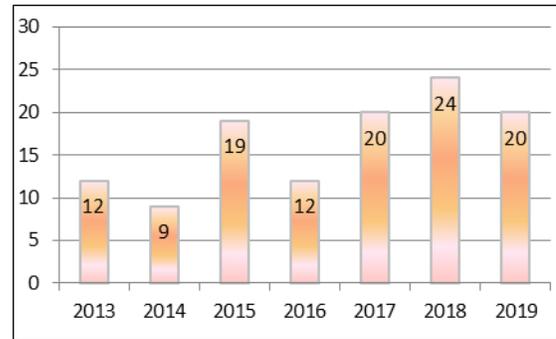
Result: Young drivers age 20 or younger involved in fatal crashes decreased by 6.43 percent from the 2013-2017 base year average of 34 to 32 in 2019.



C-10) PEDESTRIAN FATALITIES (FARS)

Target: To decrease the increasing trend of pedestrian fatalities by 2.0 percent from 14 (2013-2017 rolling average) to 19, by December 31, 2020.

Result: Pedestrian fatalities increased by 38.9 percent from the 2013-2017 base year average of 14 to 20 in 2019.

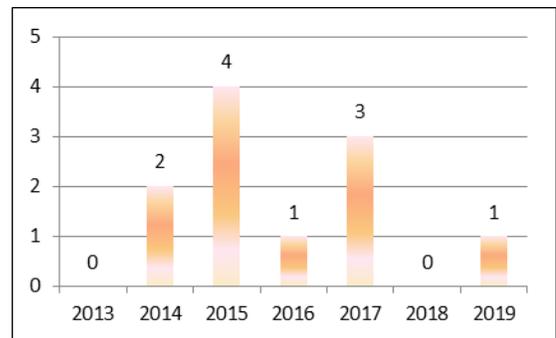


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2018-2020.

C-11) BICYCLIST FATALITIES (FARS)

Target: To decrease the increasing trend of bicyclist fatalities by 2 percent from 2 (2013-2017 rolling average) to 2, by December 31, 2020.

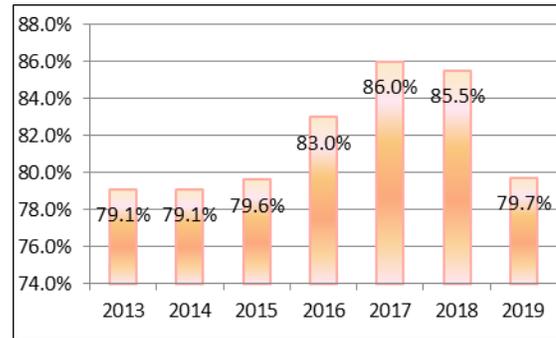
Result: Bicyclist fatalities decreased by 50 percent from the 2013-2017 base year average of 2 to 1 in 2019.



B-1) STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES (STATE SURVEY)

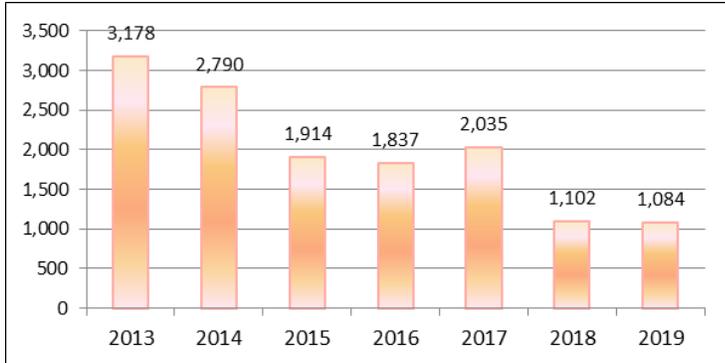
Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.9 percentage points from the 2018 calendar year usage rate 85.5 percent to 90.4 percent by December 31, 2020.

Result: The target in 2020 to increase seat belt usage 4.9 percentage points from 2018 calendar base year usage rate of 85.5 percent to 90.4 percent by December 31, 2020 was not met. Seat belt usage decreased 5.8 percentage points to 79.7 percent in 2019.

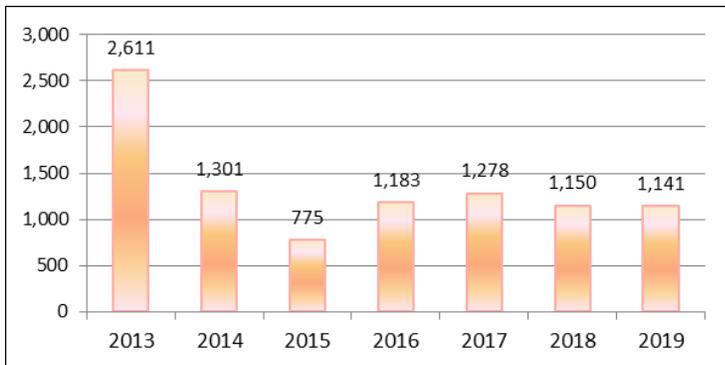


RESULTS - ACTIVITY PERFORMANCE MEASURES

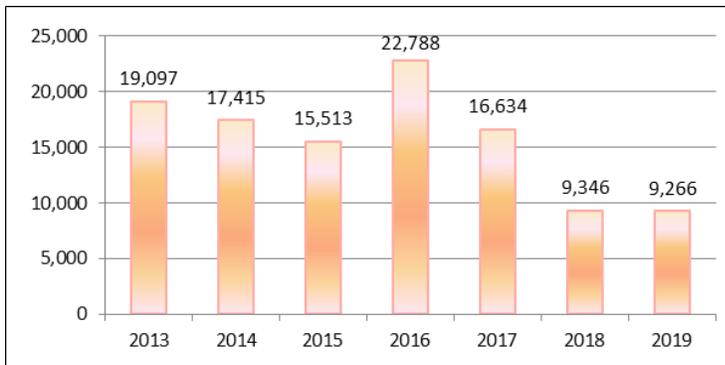
**A-1) SAFETY BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES
(STATE GRANT FUNDED DATA)**



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



A-3) SPEEDING CITATIONS GRANT FUNDED (STATE GRANT FUNDED DATA)



RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

	2013	2014	2015	2016	2017	2018	2019
Fatal, A and B Injury Crashes	4,713	4,648	4,948	5,297	5,011	4,928	4,937
Alcohol-Impaired Fatal, A and B Crashes	550	576	567	579	553	529	552
Occupant Restraint Use	79.1%	79.0%	79.6%	83.3%	85.9%	85.5%	79.7%
Speed-Related Fatal, A and B Crashes	334	339	250	282	231	317	255
Youth-Involved Fatal, A and B Crashes	1,300	1,246	1,343	1,464	1,349	1,296	1,323
All Other Factors, Fatal, A and B Injury Crashes	3,829	3,733	4,131	4,418	4,227	4,082	4,133
Distracted Driver, Fatal, A and B Injury Crashes	751	798	897	982	894	874	922
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	66	58	77	50	71	74	70

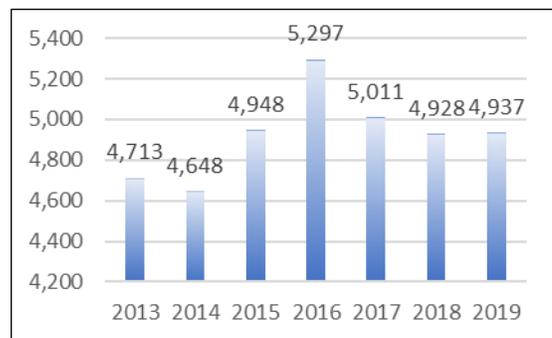
Note: The result of the targets reflects actual 2019 crash data. Nebraska traffic crash data for 2020 is unavailable at this time.

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

Target: To decrease the increasing trend of fatal, A and B crashes by 2.0 percent from 4,923 (2013-2017 rolling average) to 4,916, by December 31, 2020.

Result: Fatal, A and B injury crashes increased by .3 percent from the 2013-2017 calendar base year average of 4,916 to 4,937 in 2019.

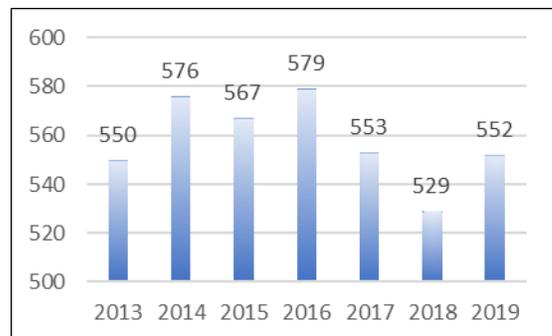
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2018-2020.



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

Target: Reduce alcohol-impaired fatal, A and B crashes by 3.4 percent from 565 (2013-2017 rolling average) to 542, by December 31, 2020.

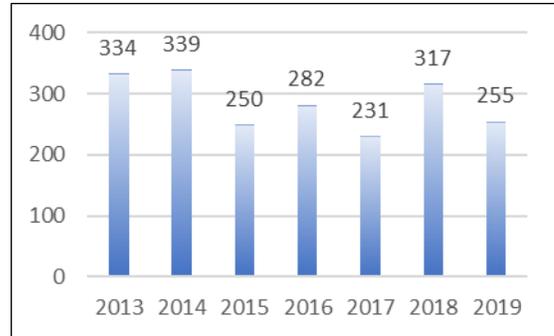
Result: Alcohol-impaired fatal, A and B injury crashes decreased by 2.3 percent from the 2013-2017 calendar base year average of 565 to 552 in 2019.



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

Target: Reduce speed-related fatal, A and B crashes by 16.2 percent from 287 (2013-2017 rolling average) to 238, by December 31, 2020.

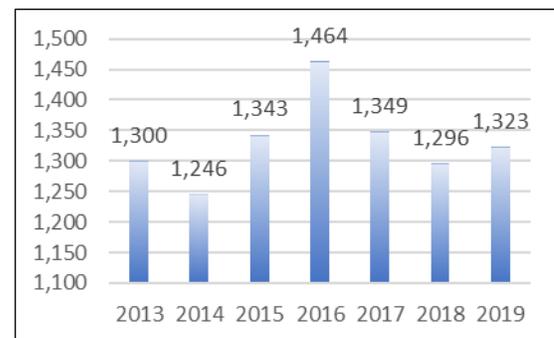
Result: Speed-related fatal, A and B injury crashes decreased by 11.2 percent from the 2013-2017 calendar base year average of 287 to 255 in 2019.



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

Target: Reduce youth-involved fatal, A and B crashes by 2 percent from 1,340 (2013-2017 rolling average) to 1,313, by December 31, 2020.

Result: Youth-involved fatal, A and B injury crashes decreased by 1.3 percent from the 2013-2017 calendar base year average of 1,340 to 1,323 in 2019.

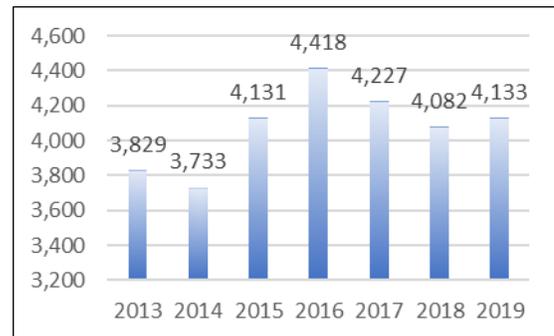


**ALL OTHER FACTORS* - FATAL, A AND B INJURY
CRASHES (STATE CRASH DATA)**

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

Target: To decrease the increasing trend of fatal, A and B crashes by 2 percent from 4,068 (2013-2017 rolling average) to 4,022, by December 31, 2020.

Result: "All other factors" - fatal, A and B injury crashes increased 1.6 percent from the 2013-2017 calendar base year average of 4,068 to 4,133 in 2019.

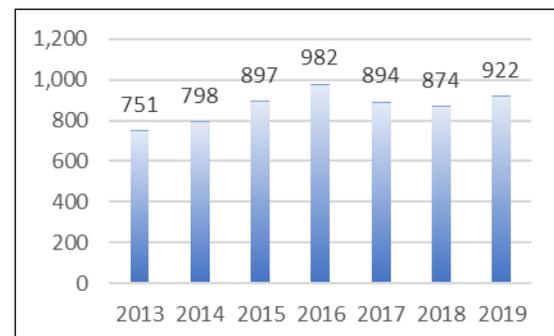


**DISTRACTED DRIVER* FATAL, A AND B INJURY CRASHES
(STATE CRASH DATA)**

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

Target: To decrease the increasing trend of distracted driver fatal, A and B crashes by 2.0 percent from 864 (2013-2017 rolling average) to 947, by December 31, 2020.

Result: Distracted driver fatal, A and B injury crashes increased by 6.7 percent from the 2013-2017 calendar base year average of 864 to 922 in 2019.

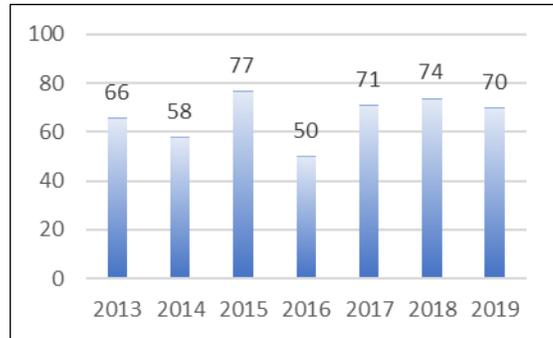


NIGHTTIME (6 P.M. – 6 A.M.) UNRESTRAINED FATALITIES IN FATAL CRASHES* (STATE CRASH DATA)

*Includes Not Used and Unknown

Target: To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 16.8 percent from 61 (2012-2016 rolling average) to 71, based on past trends, by December 31, 2019.

Result: Nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes increased by 8.7 percent from the 2013-2017 calendar base year average of 64 to 70 in 2019.



HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

PAID MEDIA

In FY2020, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.

- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18 to 44 year old males: 1) television; 2) radio; 3) movie screens; 4) truck side billboards/banners; 5) high school, collegiate and professional sports marketing; 6) social media/digital campaigns; 7) outdoor billboards; 8) print (newspapers/magazines); and podcast downloads.
- The HSO used these various paid media campaigns for:
 - **Occupant Restraints:** *Click It or Ticket Day and Night (CIOT), Stay in The Game, Buckle Up, CPS The Right Seat, Buckle Up. Every Trip, Every Time;*
 - **Impaired Driving:** *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and What’s Your Plan;*
 - **Distracted Driving:** *U Drive. U Text. U Pay., Put Bad Passengers on Do Not Disturb, Drive & Walk with Care (pedestrian focus); You Snooze You Lose (drowsy driving focus);*
 - **Motorcycle Safety:** *Share the Road;*
 - **Rail Safety Education:** *See Tracks? Think Train.*
- The HSO maintains the number of paid media marketing and messaging during the national *Click It or Ticket Mobilizations (2), U Text. U Drive. U Pay. (1), and Impaired Driving Crackdowns (2)*. In FY2020, there was a special focus on pedestrian safety, motorcycle safety, speeding and seat belt use in priority counties, during



traditional holiday travel dates, 100 Days of Summer, and during sporting activities (i.e., High School Sports, College Sports) and talk radio that carried during COVID-19. The largest portion of annual paid media expenditures are targeted to decrease impaired driving and to increase seat belt use in target counties as defined by HSO. HSO also uses media in target rural counties to address: *Drive Sober or Get Pulled Over, Teens and Occupant Protection/Child Passenger Safety.*

PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2020, the HSO continued to support the traffic safety programs with printed public information and education materials that are available for free to the general public, grantees and partners in traffic safety. These brochures, posters, manuals, wallet cards, graduated driver licensing law infographic handouts, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.



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

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

EARNED MEDIA

In FY2020, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation, various local law enforcement agencies and non-profit highway safety partners to assist with high visibility kick offs, press conferences news/events for the national and state enforcement mobilizations.

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



The HSO encouraged grantees and other traffic safety partners to include traffic safety-related data and traffic safety issues in their agency/organization:

social media, news notes and/or newsletters and press releases. This effort allows the ability to generate local media (social, print and electronic) interest in developing a news story.

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

SOCIAL MEDIA

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

This strategy, social media platforms with partners, has allowed us to generate a greater audience and reach targeting specifically to teens, young adults, local communities, employers, local health departments, non-profits and the public in the priority counties. Focus areas continue to be seat belts, distracted driving, impaired driving, and pedestrian safety. The HSO continues to expand the use of social media through a variety of platforms (i.e., Face-book, Twitter, You Tube, and Instagram). The NDOT included the HSO 30 second radio ad on their YouTube mobile and Vimeo. The HSO has produced web banner ads and toolkit materials to share with the Drive Smart Nebraska Coalition and other highway safety partners, employers, schools, law enforcement, hospitals, and local health districts for use on their own websites and marketing.



MEDIA MARKET AND ADVERTISING RESULTS

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	2,337,579*
Social Media	Twitter, Facebook, Instagram	7,994,494
Outdoors	Billboards	5,764,564*
Outdoor	Wrapped Trucks/Gas Pumps	4,252,800
Radio	Placement :30 & :15 spots	1,793,792
Signage	Messaging	875,343*
Web Banner/Digital	Mobile, Web	7,346,494
Live reads/Podcast	Mentions/Downloads	21,325,000**
Materials Printed	Infographics, law cards, etc.	10,515
HVE Press Releases	Pre and Post Media (print and social)	5,025,000
Total Impression Estimate		56,725,581

**Numbers fluctuated Due to Covid19*

***Numbers represent Husker Nation Audience/Listeners*

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas and listed on the "Nebraska Priority Counties" are extracted from the Nebraska fatal, A and B injury crash data from CY2020 outlined on page 4. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska's TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations, the *You Drink & Drive, You Lose* and *Drive Sober or Get Pulled Over* crackdowns. Each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis.



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

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

Under the direction and contribution of the IDTF, the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan

provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. The mission of the IDSP is to reduce and prevent impaired driving fatalities and serious injury crashes. The Plan can be found on the website at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.

- The enforcement program is implemented by first awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and statewide media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training. The Highway Safety Communication Plan includes the paid, earned and social media information located on page 14.
- The HSO monitors and assesses each of the awarded selective overtime mini grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Law Enforcement Agencies Participating in Nebraska Enforcement Efforts

Agency	Nov/Dec 2019 CIOT	Dec/Jan 2018/2019 DSGPO	May 2020 CIOT	Aug/Sept 2020 DSGPO
Alliance Police Department				
Bellevue Police Department	x			x
Blair Police Department			x	x
Broken Bow Police Department	x			x
Central City Police Department		x	x	x
Chadron Police Department		x	x	
Columbus Police Department	x	x	x	x
Crete Police Department	x	x	x	x
Fairmont Police Department				
Falls City Police Department			x	
Fremont Police Department				
Friend Police Department				
Gering Police Department				
Grand Island Police Department	x			
Hastings Police Department	x	x	x	
Holdrege Police Department	x - cancelled	x	x	x
Kearney Police Department	x	x	x	x
La Vista Police Department	x	x		
Lexington Police Department				
Lincoln Police Department	x	x	x	x
Ogallala Police Department				
Omaha Police Department		x		x
O'Neill Police Department				x
Papillion Police Department		x		x
Plattsmouth Police Department	x	x	x	x
Ralston Police Department	x	x	x	x
Scottsbluff Police Department	x	x	x - cancelled	x
South Sioux City Police Department	x	x	x - cancelled	x
UNL Police Department				
Valentine Police Department				
Wahoo Police Department	x		x	
York Police Department				x - cancelled

Agency	Nov/Dec 2019 CIOT	Dec/Jan 2019/2020 DSGPO	May 2020 CIOT	Aug/Sept 2020 DSGPO
Adams County Sheriff's Office				
Boyd County Sheriff's Office				x
Brown County Sheriff's Office	x - cancelled	x		x
Buffalo County Sheriff's Office	x	x	x	
Cedar County Sheriff's Office				
Colfax County Sheriff's Office				
Custer County Sheriff's Office				
Dakota County Sheriff's Office	x	x	x	x
Dawson County Sheriff's Office				x
Deuel County Sheriff's Office				
Dixon County Sheriff's Office				
Dodge County Sheriff's Office	x	x	x	x
Douglas County Sheriff's Office	x	x	x - cancelled	
Fillmore County Sheriff's Office	x	x	x	
Franklin County Sheriff's Office			x	
Furnas County Sheriff's Office		x		x
Gage County Sheriff's Office				x
Gosper County Sheriff's Office				
Hall County Sheriff's Office	x			x
Harlan County Sheriff's Office	x	x	x	x
Holt County Sheriff's Office				
Jefferson County Sheriff's Office		x		
Johnson County Sheriff's Office	x	x	x	x
Lancaster County Sheriff's Office	x	x		x
Lincoln County Sheriff's Office	x	x	x	x
Madison County Sheriff's Office				
Merrick County Sheriff's Office				
Morrill County Sheriff's Office				x
Nemaha County Sheriff's Office	x	x	x	x
Otoe CSO			x	
Phelps County Sheriff's Office	x	x	x	x
Platte County Sheriff's Office		x	x	x
Richardson County Sheriff's Office	x	x	x	x
Saline County Sheriff's Office	x	x		x
Sarpy County Sheriff's Office			x	x
Saunders County Sheriff's Office	x	x		x
Scotts Bluff County Sheriff's Office		x	x	
Thurston County Sheriff's Office	x	x		x
Washington County Sheriff's Office	x	x	x	x
Webster County Sheriff's Office	x	x	x	x
Nebraska State Patrol	x	x	x	x
Total Agencies Participating	33	38	31	41

LAW ENFORCEMENT OVERTIME ENFORCEMENT RESULTS

November 2018 “Click It or Ticket” Mobilization – The November 27 – December 1, 2019 mobilization resulted in a total of 6,870 hours of selective overtime enforcement, 65 seat belt citations, 506 speeding citations, 32 impaired driving arrests, 1,131 total citations and 3,286 total contacts. Two checkpoints were conducted during the enforcement.

December 2019/January 2020 “You Drink & Drive. You Lose.” Crackdown – The December 2019 – January 2020 crackdown resulted in a total of 14,707 hours of selective overtime enforcement, 142 seat belt citations, 2,134 speeding citations, 388 impaired driving arrests, 4,196 total citations, and 7,597 total contacts. One checkpoint was conducted during the crackdown.

May 2020 “Click It or Ticket” Mobilization – The May 20 – 31, 2020 mobilization resulted in a total of 12,742 hours of selective seat belt overtime enforcement, 171 seat belt citations, 63 impaired driving arrests, 1,235 speeding citations, 2,367 total citations and 4,395 total contacts. Two checkpoints were conducted during this mobilization.

August/September 2020 “Drive Sober Or Get Pulled Over.” Crackdown – The August 21 – September 7, 2020 crackdown resulted in a total of 14,274 hours of selective alcohol overtime enforcement, 95 seat belt citations, 280 impaired driving arrests, 2,489 speeding citations, 5,749 total citations and 10,167 total contacts. One checkpoint was conducted during the crackdown.

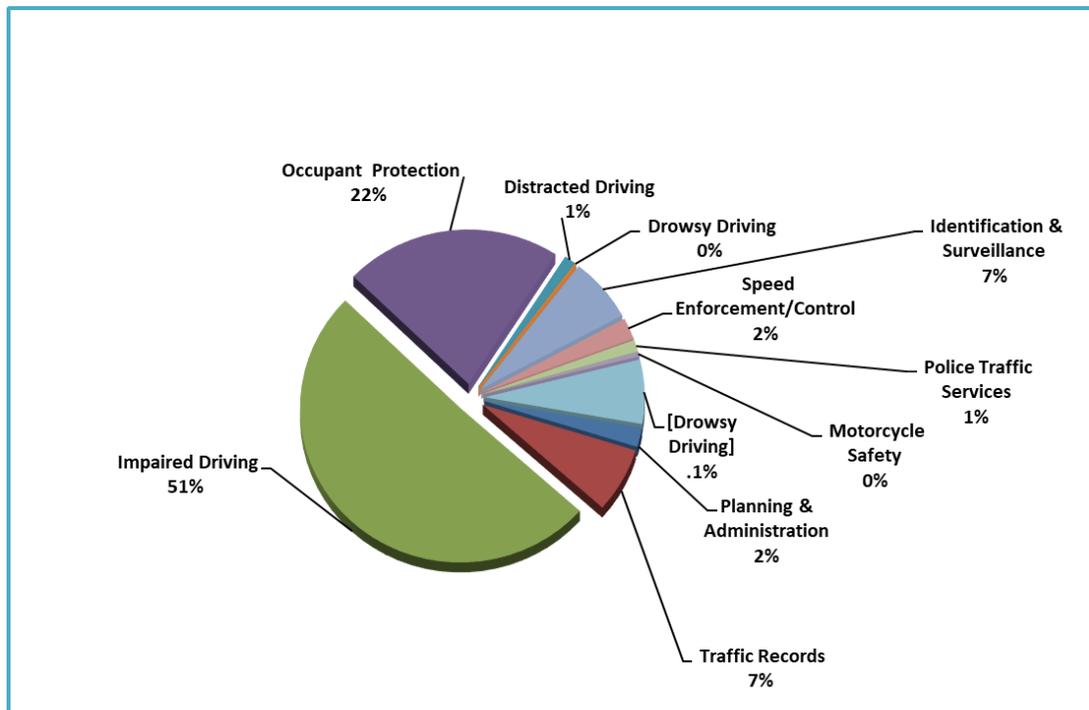
	CIOT Nov 2019	YDDYL Dec/Jan 2019/2020	CIOT May 2020	DSOGPO Aug/Sep 2020	Combined Totals
Agencies	43	34	41	47	165
Mini Grants	38	34	33	40	145
Checkpoints	2	1	2	1	6
Hours	6,870	14,707	12,742	14,274	48,593
Speeding	506	2,134	1,235	2,489	6,364
Seat Belt	65	142	171	95	473
DWI	32	388	63	280	763
Total Citations	1,131	4,196	2,367	5,749	13,443
Total Contacts	3,286	7,597	4,398	10,167	25,448



FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2020 COUNTERMEASURE PROGRAMS

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$2,526,022.37
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$217,667.60
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$251,066.30
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$1,147,269.44
SECTION 405e / DISTRACTED DRIVING PROGRAM	\$1,351.12
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$19,944.20
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$301,133.91
GHSA/NATIONAL ROAD SAFETY FOUNDATION DROWSY DRIVING	\$15,000.00
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$4,479,454.94



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PROJECT DESCRIPTION/SUMMARIES BY PROGRAM AREAS

Section 402 State and Community Highway Safety Projects by Program Area

PLANNING AND ADMINISTRATION PROGRAM AREA

Project Name:	Planning and Administration		
Project Number:	402-20-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$160,000.00		
Funding Source:	402/PA	Funding Source Amount:	\$160,000.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	Federal \$90,162.08

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

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2021 (FY2021) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on July 30, 2020.

The annual observation Nebraska safety belt use survey was completed in November 2020.

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

ALCOHOL PROGRAM AREA

Project Name:	Nebraska Collegiate Consortium to Reduce High Risk Drinking		
Project Number:	402-20-06		
Sub-Recipient:	University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse		
Total Project Amount:	\$183,723.00		
Funding Source:	402/AL	Funding Source Amount:	\$183,723.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$182,143.59

This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website (moved to UNL-Lincoln to comply with university requirements) and list-serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Nebraska Collegiate Consortium (NCC) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

This year NCC held two skill building workshops, 1) “Step UP! Bystander Training” with 32 members from NCC institutions participating. 2) “Nebraska Collegiate Consortium to Reduce High-Risk Drinking 101” with 6 members from 6 institutions attending this statewide webinar. This conference provides student affairs practitioners with the knowledge and skills to effectively address collegiate alcohol and drug abuse prevention, mental health, sexual violence prevention and response, and well-being through a variety of comprehensive and integrative approaches.

The NCC also provided technical assistance to three additional members to secure funding from other sources to attend the 2020 NASPA Strategies conference.

When comparing the targeted 5-year (2013-17) average rates of 30.94% (alcohol involved crash), 26.8% (alcohol -involved fatal crash), and 28.5% (alcohol involved injury crash), 2019 rates were 16.9% lower for alcohol-involved crashes (25.3%), 37.7% lower for alcohol-involved fatal crashes (16.7%), and 23.0% lower for alcohol-involved injury crashes (22.0%), which all exceed our 2019-20 targets of 3% reduction. These trends were supported by some other available data from Y1CAP.

Project Name:	Alcohol Program Coordination		
Project Number:	402-20-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$64,270.83

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

Project Name:	Alcohol Public Education & Information		
Project Number:	402-20-10/405d-20-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$400,000.00		
Funding Source:	402/AL 405d	Funding Source Amount:	\$33,459.17 \$300,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$44,041.68

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

- Transformation Marketing, Graphics for the #WhosDrivingHome campaign.
- Omaha Beef, live announcement during home games 2020 season, Dasher Board in Ralston Arena, full-page ad placement in the program 2020 season, ribbon banner, video board advertising, social media, 22,000 entities will receive the e- newsletter NDOT-HSO logo on Omaha Beef's website.
- Nuestro Mundo, Labor Day placement for Drive Sober Get Pulled Over, Hispanic market in Douglas and Platte Counties.
- Hometown Radio, 10 American Legion Baseball games, 7th inning live read and :30 radio spot, covering central Nebraska.
- NRG Media, Sever & Benning Halftime Show sports talk radio 135 spots, 10 name mentions weekly, web banner placement.

- Omaha World Herald, digital campaign, August Drive Sober or Get Pulled Over, approximately 91,000 impressions in targeted counties.
- Nebraska Department of Health and Human Services, received a mini grant to have two questions in the “Nebraska Young Adult Alcohol Opinion Survey”
- Law Enforcement Luncheon, Younes Conference Center, Annual Luncheon with approximately 120 law Enforcement officials (Sheriffs and Police Chiefs).

Project Name:	Alcohol Selective Overtime Enforcement		
Project Number:	402-20-12 / 405d-20-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	405d to use as 402 funds	Funding Amount:	Source \$200,000.00
Funding Source:	402 AL	Funding Amount:	Source \$35,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	98%
Is this project a part of the TSEP? Yes		Amount Expended:	Total - \$210,162.80

This project was funded with the exception of using the 405d low funds as a 402 project. This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, wet bath simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 800 Alco Sensor III, 50,400 Alco Sensor-FST’s and 6,650 evidentiary mouthpieces for a total of 57,750 mouthpieces to law enforcement agencies, adult and juvenile correctional facilities, county attorneys, schools, and state probation agencies. Law enforcement agencies were provided with 73 dry gas cylinder bottles and 5 regulators for Preliminary Breath Testing (PBT) calibrations to 71 law enforcement agencies.

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National “Drive Sober Or Get Pulled Over” Crackdown in December 2019 – January 2020 and alcohol overtime enforcement. Thirty-eight mini-grant contracts were awarded for a total of 3,310 overtime working hours resulting in over 2,569 citations.

The August – September 2020 crackdown resulted in a total of 18 agencies that participated in the National Drive Sober or Get Pulled Over High Visibility Enforcement Mobilization. There was a total of 1,249 overtime working hours resulting in 462 citations. Of the 462 citations, 47 drivers were arrested for driving while intoxicated, 26 minors were cited for being in possession of alcohol, 15 citations were issued for open container violations, 170 citations were issued for speeding, 6 citations were drug related, and 3 drivers were issued seatbelt violation citations.

Nebraska law enforcement agencies provided additional alcohol overtime enforcement from December 2019 through July 2020. A total of 138 overtime hours were worked for the three enforcement activities relating to selective alcohol enforcement. These activities resulted in 33 total citations. Of the 33 citations, 10 citations were issued for speeding, 6 for drugs/narcotics violations, 4 open container violations, 1 minor in possession of alcohol, 2 Driving under suspension, and 10 other various violations. (\$180,059.43)

Project Name:	Court Monitoring Evaluation and Education Project		
Project Number:	402-20-17		
Sub-Recipient:	Mother Against Drunk Driving		
Total Project Amount:	\$184,704.00		
Funding Source:	402/AL	Funding Source Amount:	\$184,704.00
Match Amount:	\$0.0	Indirect Cost:	10%
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$163,157.18

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to 21 priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project engaged four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. MADD conducted one-on-one and online Court Monitoring trainings throughout the year, trained and utilized 4 new MADD volunteers in MADD Court Monitoring, Power of Parents and/or volunteer positions. They collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. This project met one-on-one (and virtually due to Covid 19 restrictions) with prosecutors, judges, law enforcement officers and probation staff regarding the court monitoring results. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and volunteer recognition activities to build capacity. MADD recorded over 300 volunteer hours in FY2020. This number is down from previous years due to the COVID-19 pandemic. Nebraska MADD also provided support for local public information and education programs.

Project Name:	Enforcing Underage Drinking Laws		
Project Number:	402-20-22		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	57%
Is this project a part of the TSEP? Yes		Amount Expended:	\$13,695.86

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

HSO provided 20 mini-grants to local law enforcement and the Nebraska State Patrol to carry out selective overtime enforcement activity which was carried out in 9 counties. Twelve of the mini grants were cancelled due to the Covid 19 pandemic. The participating agencies included: Lincoln Police Department, Sarpy County Sheriff’s Office, Bellevue Police Department and the Nebraska State Patrol.

Project Name:	Traffic Training		
Project Number:	402-20-25		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$35,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$4,843.38

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Through this project five mini-grants were awarded to: Nebraska Safety Center- University of Nebraska – Kearney, Nebraska Safety Council, Plattsmouth Police Department, Dixon County Sheriff’s Office and Nebraska State Patrol. Due to Covid-19 the State Patrol was the only agency able to attend.

Project Name:	Support of Evidence Based Environmental Strategies		
Project Number:	402-20-18		
Sub-Recipient:	Project Extra Mile (PEM)		
Total Project Amount:	\$277,044.00		
Funding Source:	402/AL	Funding Source Amount:	\$277,044.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$273,960.24

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

- PEM hosted two Policy Work Group meetings to discuss local policy issues such as entertainment districts, the governor’s executive orders and their implications for alcohol impaired driving, institutional policies such as alcohol screenings in health clinics and law enforcement policies, as well as to provide technical assistance to a health department in the panhandle. Average attendance was 6 partners, same as FY 2018-19.
- PEM compiled and disseminated monthly (12) research summaries.
- The PEM Board of Directors identified multiple advocacy issues: 1) opposition to NP Mart liquor license application due to history of sales to minors; 2) expressed support for increased penalties for businesses that sell to minors, especially when the violation leads to serious injury or death; 3) urged the University of Nebraska’s Association of Students to retain Student Code of Conduct violations for off-campus underage drinking offenses; 4) urged National Governors Association to share research about excessive drinking and its harms with U.S. governors in order to roll back executive orders that expanded alcohol availability during the coronavirus pandemic; 5) expressed support for creation of Douglas County DUI Task Force; 6) expressed support for system-wide use of alcohol screening tools to reduce alcohol-impaired driving and;

7) expressed support for new enforcement operations targeting sales to minors vis-a-vis delivery apps and sales to intoxicated individuals at problem liquor licenses.

- The following fact sheets were updated (May & September) and/or created and made available on the organization’s website: Alcohol & Cancer, Binge Drinking, Compliance Checks, Alcohol Taxes, 0.05 BAC Laws.
- PEM presented to a University of Nebraska Medical Center College of Public Health class on November 11th, 2019 about excessive drinking and its harms.
- Awareness materials from the *No Free Ride* campaign were disseminated to several schools in 2020.
- The statewide Underage Drinking Tip Line was promoted via two compliance check media releases, as a part of 478 letters to private and public middle and high schools in Nebraska in September 2020, and at six in-person coalition meetings.
- PEM had 12 pieces of earned media on topics including: The Recognition Dinner, compliance checks, alcohol policies related to party buses, underage DUIs, and two op-ed’s regarding alcohol-related harms in the Lincoln Journal Star.

PEM coordinated 3 multi-agency alcohol retail compliance check operations; however, fewer and smaller operations were necessary due to the COVID-19. As a result, 496 businesses were checked with a non-compliance rate of 9%.

Project Name:	Felony Motor Vehicle Prosecution Unit		
Project Number:	402-20-08		
Sub-Recipient:	Douglas County Attorney’s Office		
Total Project Amount:	\$169,919.00		
Funding Source:	402/AL	Funding Amount:	\$169,919.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$169,919.00

The grant award provides assistance to the Douglas County Attorney’s Office to support a Felony Motor Vehicle Prosecution Unit (FMVPU) to consolidate felony motor vehicle cases for prosecution by specialized experienced attorneys. In addition to maintaining a full case load, the FMVP Unit provided ongoing training to law enforcement, met with non-profits and community groups to address various felony motor vehicle related issues (i.e., court monitoring, immigration, and support for the 24/7 program in Douglas County).

- From October 1, 2019 through September 30, 2020 the Douglas County Attorney’s Office charged the following felony motor vehicle charges (Felony DUI, Operating during Revocation, MVH, Ignition Interlock and misdemeanor MVH): 353 (open & closed), 126 (new open) for a total of 479. There were 224 (98.6%) convictions, 180 Felony and 46 Misdemeanors.
- The overall felony conviction rate decreased from 83% in 2019 to 80% in fiscal year 2020.
- The overall DUI conviction rate increased from 97% in 2019 to 98.7% in fiscal year 2020.
- The DUI felony conviction rate remained the same at 77% from 2019 to fiscal year 2020.

Project Name:	Prosecutorial Response to DUI Crimes		
Project Number:	402-20-39		
Sub-Recipient:	Nebraska Department of Justice, Nebraska Attorney General's Office		
Total Project Amount:	\$132,500.00		
Funding Source:	402/AL	Funding Amount:	\$132,500.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$90,065.68

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

The TSRP coordinated Nebraska prosecutor's information exchange regarding COVID19 DataMaster best practices and training for all 93 Nebraska counties. Developed and presented "Cops in Court" to 32 law enforcement cadets via zoom, at the Nebraska Law Enforcement Training Center (NLETC) to 41 law enforcement officers, and at the Sarpy Douglas Law Enforcement Academy (SDLEA) to 13 cadets. Presented DUI Investigation and Trial training at SDLEA to 15 law enforcement cadets. Presented DUI/MVH investigations and courtroom work at NLETC Academy to 30 law enforcement cadets.

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

Project Name:	Project Night Life Expansion		
Project Number:	402-20-40		
Sub-Recipient:	Omaha Police Department		
Total Project Amount:	\$116,593.00		
Funding Source:	402/AL	Funding Amount:	\$116,593.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP?	No	Amount Expended:	\$114,283.48

This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police

officers regarding the Nebraska’s graduated licensing provisions with special emphasis on teen impaired driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers. Project Night Life held 42 selective enforcement operations logging over 1,164 hours of selective enforcement and related activity. A total of 2,278 citations were issued. Youth-involved fatal, A and B injury crashes decreased to 1,259 from 1,351 the (2012 - 2016 rolling average).

Project Name:	Judicial Prosecution Training		
Project Number:	402-20-41		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	402/AL	Funding Amount:	\$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$0.00

The Nebraska Supreme Court of Judicial Branch Education did not complete any training for Judges and or prosecutors during the 2020 fiscal year utilizing the mini-grant process. Due to Covid-19, the training is being planned for December 2020.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

Project Name:	Drug Recognition Expert/ARIDE Training & Recertification		
Project Number:	405d-20-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$75,000.00		
Funding Source:	405d/FDMDATR	Funding Amount:	\$75,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$27,246.92

This project allocates funding for the HSO to administer Nebraska’s Drug Evaluation and Classification Program (DECP) and increase law enforcement’s ability to detect drug impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska’s DREs and prosecutors and funding assistance for Nebraska’s DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 7-Day Drug Recognition Expert Training School October 2019. All twenty-five candidates completed all phases of the training and have been certified as DREs. In addition, all students were tested and passed SFST Proficiencies during the Pre-School. A mini grant was awarded to the Bellevue Police Department to fund the DRE Training Coordinator for Nebraska to serve as the expert and organize all of the training.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, mini-grants were awarded for DRE officers from four Nebraska Law Enforcement Agencies to attend an Impaired Driving Conference held in South Dakota in December 2019 and officers from three Nebraska Law Enforcement Agencies to attend IACP's National Drugs, Alcohol, and Impaired Driving Conference that was originally scheduled in Texas but changed to Virtual due to global pandemic – Covid-19. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska.

Project Name:	Alcohol Selective Overtime Enforcement & System Support		
Project Number:	405d-20-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$375,000.00		
Funding Source:	405d/M5X	Funding Source Amount:	\$375,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$264,072.08

This project provided funding for the HSO to award mini grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. There were 22 mini-grant contracts awarded as follows: Police Departments – 9; Sheriff's Offices – 12; and, Nebraska State Patrol – 3. These 22 mini-grant contracts resulted in a total of 21,150.75 hours of selective alcohol overtime enforcement, 171 seat belt citations, 522 impaired driving arrests, 1,512 speeding citations, 147 open container citations, 59 minors in possession citations, 7,807 total contacts and 4,863 total citations. (\$137,573.08)

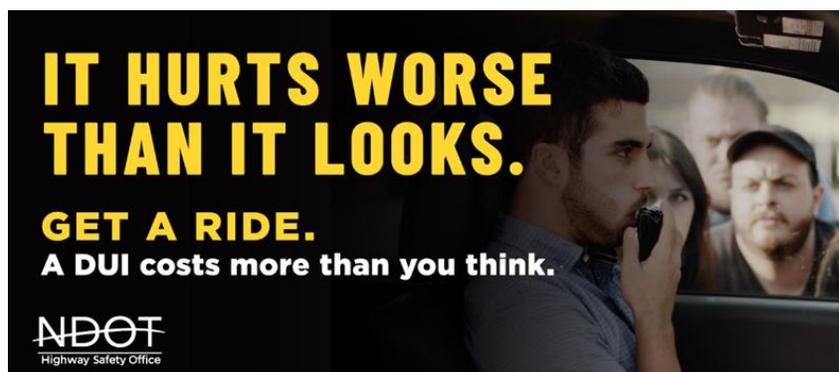
This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer's time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. During the project period, 24 mini-grant contracts were awarded providing 24 in-car camera systems as follows: Police Departments – 10 contracts and Sheriff's Offices – 14 contracts. The 24 in-car cameras that were awarded were used in 612 traffic stops. (\$76,999.00)

The HSO awarded mini grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. During the project period, 20 mini-grant contracts were awarded providing 69 PBT units as follows: Police Departments – 10 contracts; Sheriff's Offices – 9 contracts. The 69 preliminary breath testing instruments that were awarded this fiscal year resulted in 929 breath tests being conducted. Also, during the project period, 3 mini-grant contracts were awarded providing partial funding for 8 evidentiary breath testing instruments. These eight evidentiary breath testing instruments resulted in 75 evidentiary breath tests being conducted. (\$49,500.00)

Project Name:	Alcohol Public Information and Education		
Project Number:	405d-20-06		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,010,000.00		
Funding Source:	405d/M5IS	Funding Amount:	\$1,007,366.80
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$568,400.02

This project provided funding to the HSO for the development/creation/production of educational messaging for impaired driving. It included print and electronic messaging and multimedia campaigns (including paid media).

- NDOT Highway Safety Office (HSO) contracted with **Learfield IMG College** for a sports marketing sponsorship of the Pinnacle Bank Arena Founding Partner that includes Logo recognition in Arena, 1 sponsor event each year, premium vendor space at the arena and banners, 24 main concourse signs, video board recognition, LED board signage, public address announcements and signage in the garages at the arena.
- HSO contracted with **Learfield IMG College** for an annual sports marketing sponsorship with UNL Athletics. This will be split with the Occupant Protection PI&E project. The sponsorship included live impaired driving read messages, radio commercials, sports show sponsorship designation and sports arena signage and event inclusion.
- Placed impaired driving print ads in selected publications and maintain the website with updated charts.
- Podcasts were continued this year with two vendors: *The Ticket Radio* & *The Bottom Line* (TBL), 480 mentions monthly, 120, 30 second spots, over the weekends, over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page.
- Hail Varsity, Full-page ad in 16 issues of the publication, 1 live read 30 :second spot during Hail Varsity Radio show, weekdays in Lancaster, Platte, Lincoln and Adams counties (all priority counties). HSO will receive placement for rotating banners on Hail Varsity’s website and one-month home page.
- The HSO awarded a mini grant to the Nebraska State Patrol to carry out high visibility alcohol selective overtime enforcement activities in various cities and counties statewide in July through August 2020. This activity resulted in 12,507.50 total overtime working hours and 1,284 citations – 28 were seatbelt violations.
- Red Thread was contracted to create an impaired driving campaign with print, radio, video, billboard and social media graphics.



Project Name:	Special Enforcement Mini-Grants		
Project Number:	405d-20-07		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$10,000.00		
Funding Source:	405d/M5X	Funding Amount:	Source \$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$0.00

The HSO did not provide funding for projects out of this grant during FY2020 due to the Covid-19 pandemic. All of the necessary enforcement mini grants were funded in other projects during FY2020.

Project Name:	Nebraska State Patrol Toxicology Services		
Project Number:	405d-20-11		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$73,691.00		
Funding Source:	405d/M5BAC	Funding Amount:	Source \$73,691.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$73,691.00

This project provided funding to staff one full time forensic scientist at the Nebraska State Patrol Crime Laboratory to complete analysis of urine samples received from all Nebraska law enforcement agencies for drug impaired driving arrests. The NSPCL exceeded its objective of maintaining an average 30-day turnaround time for analysis completion. Over the 12-month project period, the average time for analysis completion was 12.56 days.

OCCUPANT PROTECTION PROGRAM AREA

Project Name:	Occupant Protection Program Coordination		
Project Number:	402-20-03		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$80,000.00		
Funding Source:	402/OP	Funding Amount:	Source \$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$51,050.73

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska's motoring

public and to increase usage rates. As examples, HSO staff personnel attended the following: Child Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, and Drive Smart meetings, includes project monitoring and site visits.

Project Name:	Occupant Protection Public Information and Education		
Project Number:	402-20-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$565,000.00		
Funding Source:	402/OP	Funding Amount:	\$565,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$512,473.06

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

- “Click It or Ticket” enforcement mobilization promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs.
- Placed occupant restraint messaging, with a variety of vendors and platforms, in order to reach a large male market, ages 18-34, including but not limited to: University of Nebraska Sports, Nebraska Tourism, The Bottom Line, The Ticket, Hail Varsity.
- Nebraska Safety Center, UNK, received a mini grant to carry out Stay in the Game Campaign, targeting Hall, Lancaster, Dawes, Lincoln, Platte, Madison, Scotts Bluff, Buffalo and Adams counties to increase seatbelt usage throughout May – Sept, in partnership with Special Olympics, receiving 1,065,168 impressions collectively. NSC also used social media across the target counties, receiving over 133,000 impressions. NSC printed and provided pledge cards at the local level to raise awareness and increase seatbelt use in priority counties.
- Nebraska Occupant Protection Assessment, every three years Nebraska has an assessment of the occupant protection program, reviewed by a panel of experts (6) that come into the state to evaluate the program activities in the following categories: management/ legislation, communication & outreach, data & evaluation, child passenger safety, enforcement. A member for NHTSA also attends the assessment. The assessment was carried out at the Cornhusker Hotel over five days, March 1-6,2020. There were approximately 27 stakeholders interviewed by the panel, determining strengths and weaknesses of the program. A final report was provided to HSO, March 2020.

Project Name:	Occupant Protection Selective Overtime Enforcement		
Project Number:	402-20-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	402/OP	Funding Amount:	\$200,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$140,722.28

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

The HSO awarded 66 mini-grant contracts to Nebraska Law Enforcement Agencies and Nebraska State Patrol to carry out High Visibility Enforcement mobilizations relating to occupant restraint protection. There was a total of 4,125.10 overtime hours worked resulting in 1,980 citations. 897 citations were for speeding, 182 citations for seat belt violations and 46 DUI citations.

Project Name:	Employer Distracted Driving Education Campaign		
Project Number:	402-20-38		
Sub-Recipient:	National Safety Council, Nebraska		
Total Project Amount:	\$80,000.00		
Funding Source:	402/OP	Funding Amount:	\$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$57,551.22

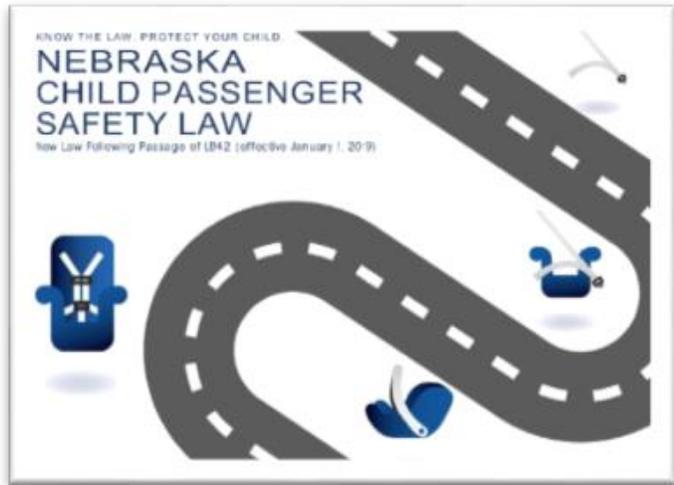
A project-grant was awarded to National Safety Council, Nebraska (NSCN) to carry out strategies and activities to decrease distracted driving/inattention and decrease the incidence of young drivers, ages 20 and under, involved in fatal crashes.

- NSCN delivered distracted driving programming to 120 member companies of NSCN through safety committee meetings, health fairs, and company educational events. Presentations, 150, were given reaching approximately 11,000 employers, employees and community members.
- Promote “Distracted Driving Affected Me” and safe driving campaign (occupant protection in the Elementary/Middle/High Schools) in the target counties. NSCN developed a 45-minute presentation for area Elementary, Middle and High schools. NSCN was able to present to at least 4 high schools in each of our target counties.
- NSCN worked with employers and school-based organizations to carry out pre and post cell phone observations throughout the grant cycle. Twelve employers (safety committees) and 6 schools (i.e. clubs, FBLA, FCCLA, SADD) in three target counties. There were 15 Pre cell phone observations were conducted at area schools and businesses. Due to COVID19 only 3 post observations were conducted. This study will carry over into the FY21.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

Project Name:	Child Passenger Safety Training		
Project Number:	405b-20-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$95,000.00		
Funding Source:	405b/M2CPS	Funding Source Amount:	\$61,858.21
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$5,820.88

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions). Nebraska has 376 certified CPS technicians, and 19 inspection stations, covering 62 of the 93 counties in the state. There were 124 CPS technicians recertified out of 184 technicians eligible to recertify, which is 67.4% re-certification rate, compared to the national average of 55.1%. CPS Technician Update was scheduled for April 2020 at Innovation Campus in Lincoln, Nebraska however it was cancelled due to COVID19. Child Passenger Safety Technician Trainings were held in two locations, Omaha prior to COVID19, where 19 new CPS Technicians were trained and Lincoln, after COVID19, there were 10 new CPS Technicians trained in Lincoln (smaller class size due to following COVID19 protocols). Social media messaging was utilized on both DrivesmartNE.org and NDOT website to increase awareness around child passenger safety and Heatstroke prevention.



Project Name:	Occupant Protection Public Information and Education		
Project Number:	405b-20-10		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$160,000.00		
Funding Source:	405b/M2PE	Funding Source Amount:	\$160,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$101,445.50

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

Mini grants:

- Nebraska Safety Council, Passport “Buckle Up Every Trip Every Time” through Nebraska Department of Tourism, 100,000 impressions, 448 communities, runs Feb. – Sept.
- The Ticket, radio spots from Oct. – March, 40 :30 ads per month x 6 = 240 spots.
- The Ticket, radio spots August & September, 50 :30 ads per month, 100 spots total & web banner.
- Brain Injury Alliance of Nebraska was awarded a mini-grant to place billboards 7 billboards in 4 target counties (Douglas, Otoe, Saunders, Adams and Lancaster) throughout July – Sept., receiving over 2.9 million impressions. BIA-NE also placed Facebook advertisements during the grant period. Facebook ads were placed June- Sept. receiving over 4,900 impressions.
- Mary Lanning Health Care/Safe Kids, placed a billboard campaign during Memorial Day (May and June) to raise occupant protection usage in Adams County and keep younger drivers informed of #BuckleUp
- Occupant Protection Marketing/Promotion:
 - Transformational Marketing, Production for OP Stay in the Game, graphics for billboard, ad placement and social media.
 - Hail Varsity, full page ad in 16 issues of the Hail Varsity, online, rotating banners on web site, HSO will receive 1 live radio read :30 during Hail Varsity Radio Show airing in Lancaster, Platte, Lincoln and Adams counties, target counties for HSO.
 - Lincoln Journal Star, placement in High School Sports Prep edition, football, special edition. (\$1,278.00)
 - Omaha World Herald, digital campaign, September Child Passenger Safety Month and Seat Check Saturday, receiving approximately 250,000 impressions and specific to target counties defined by HSO.
 - Nebraska Rural Radio Network, 70 :30 spots on four stations covering over four target counties (Scotts Bluff, Dawson, York, and Cuming) during the November Click It or Ticket Campaign.
 - Red Thread, message boards for Click It or Ticket press conference, Hail Varsity Specifications for print, size Stay in the Game for social media.
 - Relentless Graphic Design, billboard graphics and sizing for social media.

Seat Belt Survey: University of Nebraska, Bureau of Sociological Research, carried out site observations for seat belt survey at prescribed locations across nine counties designated by NHTSA.

Project Name:	Child Passenger Safety Child Safety Seat Purchase and Distribution		
Project Number:	405b-20-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$30,000.00		
Funding Source:	405b/M2CSS	Funding Source Amount:	\$30,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$16,472.42

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-to-date educational information for inspection stations, which serve as resources for parents/caregivers. Nine mini grants were awarded to purchase 181 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events.

There were 8 mini grants awarded to purchase 181 child safety seats to be; distributed through inspection stations, hospitals, local health districts and for education at community check-up events. The eight awards to purchase child passenger safety seats were provided to the inspection stations in the community, serving 25 counties. The CSS will also sustain the inspection stations, at the local level, and ensure every parent/caregiver has access to education and equipment to keep children safe and secure while riding in a motor vehicle.

HSO printed and provided over 23,000 educational cards: for the public, hospitals, inspection stations, and daycares to utilize to inform parents, caregivers and guardians regarding the new law. Materials were printed in English, Spanish and Arabic.

Organization	Claim Request	# Bought	
LLCCH/Safe Kids	\$2,500.00	70	Complete
Mary Lanning	\$2,500.00	58	Complete
Chadron Community Hospital	\$2,500.00	36	Complete
Broadstone Memorial Hospital	\$1,089.34	17	Complete
Four Corners Health	2490.80	42	Complete
Good Sam	\$2,500.00	40	Complete
St. Francis, West Point	1892.28	34	Complete
LLCCH/Safe Kids	\$1,000.00	18	Complete
TOTAL	\$16,472.42	181	

Project Name:	Occupant Protection Information System		
Project Number:	405b-20-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$105,00.00		
Funding Source:	405b/M2OP	Funding Amount:	Source \$100,00.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$61,764.00

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants. Additionally, as was required, the HSO provided funding for the 2020 Nebraska Annual Safety Belt Survey to Iowa State University, Center for Survey Statistics and Methodology and to the University of Nebraska, Bureau of Sociological Research. The statewide observational safety belt survey was conducted in August of 2020. The survey was held in nine

counties: Douglas, Lancaster, Buffalo, Cheyenne, Dodge, Holt, Otoe, Seward, and Sarpy. NDOT-HSO received the report in November 2020. 2.

HSO provided mini-grant funding to support seat belt use and safety outreach through Nebraska State Patrol (NSP) Community Service Officers. Each of the NSP 6 Troop areas carried out public information and education, at the local level, with a strong focus on those drivers and passengers, 20 years of age and younger. The general public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 156,867 individuals during 163 events across the state.

Project Name:	Occupant Protection High Visibility Enforcement		
Project Number:	405b-20-14		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	405b/M2HVE	Funding Amount:	\$163,128.43
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$32,164.79

The HSO awarded two mini-grants to the Nebraska State Patrol to carry out high visibility occupant restraint selective overtime enforcement activities in various cities and counties statewide starting in November 2019 through May 2020. Both activities were successfully carried out, resulting in 12,507.50 total overtime working hours and 1,284 citations – 28 were seatbelt violations.

The Click it or Ticket High Visibility Mobilization from November – December 2019 resulted in 3,810.50 total overtime working hours, 389 citations were issued – 11 citations were seatbelt violations. The Click It or Ticket High Visibility Mobilization in May 2020 resulted in 8,697 total overtime working hours, 895 citations were issued – 17 citations were for seatbelt violations.

POLICE TRAFFIC SERVICES PROGRAM AREA

Project Name:	Traffic Selective Overtime Enforcement		
Project Number:	402-20-27		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$235,000.00		
Funding Source:	402/PT	Funding Amount:	\$235,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	80%
Is this project a part of the TSEP? Yes		Amount Expended:	\$49,460.10

The HSO provided a total of twelve mini-grant awards to five Nebraska Law Enforcement Agencies and Nebraska State Patrol to carry out Selective Traffic Overtime Enforcement Operations between October 2019 to September 2020. Of the twelve mini grants awarded, nine were successfully carried out. Two were cancelled due to safety concerns from global pandemic – Covid-19 and one was a split enforcement that is charged to another project fund. These twelve mini-grant contracts resulted in a total of 907.2

hours of selective traffic overtime enforcement, 104 seat belt citations, 29 impaired driving arrests and 538 speeding citations. There were 1,003 citations and 1,832 total contacts.

TRAFFIC RECORDS PROGRAM AREA

Project Name:	Traffic Records		
Project Number:	402-20-30		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$65,000.00		
Funding Source:	402/TR	Funding Source Amount:	\$65,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$600.00

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on August 20, 2020 and placed on the HSO website. Numerous traffic records support systems are in the planning phase to upgrade systems.

The target of decreasing lag time of crash location data has improved to 13.1 days by early 2020 but we do not have the final data for the end of FY2020.

The target to increase the number of crash reports submitted electronically from the current 80% to 90% has once again, experienced an upward trend, but has not yet been accomplished but had surpassed 85% in May 2020. The likelihood of achieving the 90% goal is very probable in the next grant cycle.

Project Name:	Nebraska Traffic and Criminal Software (TraCS) Expansion		
Project Number:	402-20-31		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$64,306.00		
Funding Source:	402/TR	Funding Source Amount:	\$64,306.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 53,630.62

This grant proposes increasing proficiencies in data input following vehicle crashes. Many agencies across the state are still completing crash information with pen and paper. Electronic filing of crash data will expedite the process and increase the amount of time law enforcement can spend on other activities that protect our communities.

Because of additional funding through the Nebraska Crime Commission, several agencies were able to take advantage of implementing the TraCS system.

NSP established a standardized onboarding process for new agencies. This process included automation of agency and user creation to improve the overall onboarding lead time. A process of tracking the paperwork was also implemented. NSP developed a TraCS Training program including online and video training for eCitation and the TraCS NDOT suite of crash forms. This will help standardize online crash reporting across the state. NSP was successful in onboarding 32 new agencies to TraCS to standardize reporting citations and crash data statewide. This increased the number of agencies using TraCS from 31 to 63- 28 above the target of 35.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

Project Name:	E-Citation and Traffic Record Improvement		
Project Number:	405c-20-01		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$375,000.00		
Funding Source:	405c/M3DA	Funding Amount:	\$316,533.55
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 201,179.23

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies (Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic records data. The target of this project was to increase the number of citations submitted electronically by 40% during the 12-month project, previously 20%. A committee including NSP, County Attorneys, NCC, and the Supreme Court met and developed the Administrative License Revocation (ALR) form that was implemented in 2019.

Results:

For the project period of October 1, 2019 to September 30, 2020, the goal to increase the number of citations submitted electronically by 40% during the 12-month project, previously 20% was achieved and ended 2019 at 68%. A total of 88 agencies in Nebraska are submitting citations electronically. During this project period 7 counties initiated eFiling.

Total Citations Vs Electronic Citations			
<u>Year</u>	<u>Total No. of Citations</u>	<u>Total No. Of eCitations</u>	<u>Annual eCitation Percentage</u>
2010	189485	1235	0.65%
2011	176919	68244	39%
2012	165415	74395	45%
2013	163653	76298	47%
2014	165031	77294	47%
2015	161628	77056	48%
2016	160879	79046	49%
2017	139752	66902	48%
2018	111370	64503	58%

Project Name:	Crash Outcome Data Evaluation System (CODES)		
Project Number:	405c-20-14		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$187,605.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$187,605.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$28,578.24

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

- No CODES Advisory Committee meetings were held in FY2020 due to Covid-19.
- CODES Advisory Committee members served as experts in choosing indicators to measure shared risk and protective factors associated with motor vehicle crashes and injuries.
- Final data linkages were completed in 12/2019.
- The software used to link data, LinkSolv, was updated this year.
- The 2019 Crash Data was received on June 2020, the EMS data in January 2020, HDD in October 2020, and the Death Certificate data in November 2020.
- Began development of an online CODES application using Logi Analytics technology. One specific study was held due to Covid-19 and vacancy of CODES Epidemiologist.
- The linkage rate between crash data noting an EMS transport and EMS data was 86%.
- The linkage rate between fatal crashes in crash data and death certificate records was 98%.
- The linkage rate between hospital discharge data noting a motor vehicle crash and crash data was 45%.
- Continued collaboration with Nebraska Trauma Registry, the EMS program, Syndromic Surveillance, injury prevention program, behavioral health to enhance understanding of hot topics. CODES has coordinated the EMS/E-CODE data quality assessment and improvement activities with internal and external partners to address data quality issues and will continue to engage with them to fully use the CODES to support their injury prevention and highway safety practices.

Project Name:	E-CODE Data Quality Assessment and Improvement		
Project Number:	405c-20-15		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$56,093.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$56,093.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$15,528.91

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome

Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

The 2019 data was received, analyzed and all reports were prepared and presented to provider and the Nebraska Hospital Association.

- The percentage of valid N-codes and E-codes for inpatients was 78.10%.
- The percentage of valid N-codes and E-codes for emergency rooms was 87.37%

Project Name:	Traffic Records Program Coordination		
Project Number:	405c-20-16		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	405c/M3DA	Funding Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$5,779.95

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

The HSO staff:

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

DISTRACTED DRIVING PROGRAM AREA

Project Name:	Distracted Driving Public Information and Education		
Project Number:	402-20-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$110,000.00		
Funding Source:	402/DD	Funding Amount:	\$110,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	37%
Is this project a part of the TSEP? No		Amount Expended:	\$ 33,597.02

This project supported the HSO for the development/creation/production of distracted educational messaging to a target audience, 20-year olds and younger, parents, and the public. The project supported print and electronic messaging, paid and earned media.

Produced Distracted Driving infographic for distribution at the State Fair and at schools. Red Thread produced a Distracted Driving campaign with billboards, radio, and social media for April distracted Driving Awareness month and “No Bad Passengers” video for DHHS to use during the summer on NET.

SECTION 405e – DISTRACTED DRIVING PROGRAMS

Project Name:	Distracted Driving Public Information and Education		
Project Number:	405e-20-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,351.12		
Funding Source:	405e/M8PE	Funding Amount:	\$1,351.12
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$1,351.12

The project provided funding for the development/creation/production/implementation of distracted driving messaging to drivers (ages 14-44, males, females, parents). Funding was provided to carry out education and awareness around distracted driving, enforcement and injury prevention.



IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

Project Name:	Youth Public Information and Education		
Project Number:	402-20-19		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,000.00		
Funding Source:	402/IS	Funding Amount:	\$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$50,593.04

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

Nebraska Department of Health and Human Services (DHHS), Injury Prevention received a mini-grant contract award to reduce injuries and injury related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign. Drive Smart Nebraska Coalition, consists of 48 members (public and private partners), committed to using evidence-based strategies to reduce the incidence of motor-vehicle deaths and injuries among our youth (ages 20 and under). The DSN tool kits focused on occupant protection and distracted driving. (no cost to this project)

Project Name:	Youth Program Coordination		
Project Number:	402-20-21		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/IS	Funding Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$9,926.37

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

Project Name:	Traffic Safety Program Coordination		
Project Number:	402-20-23		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$175,000.00		
Funding Source:	402/IS	Funding Amount:	\$165,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$141,329.56

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

Project Name:	Traffic Safety Public Information and Education		
Project Number:	402-20-24		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$110,000.00		
Funding Source:	402/IS	Funding Amount:	\$110,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	87%
Is this project a part of the TSEP? No		Amount Expended:	\$98,916.15

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

- A mini-grant was awarded to Four Corners Local Health Department (serving Seward, Polk, Butler and York) to support education and awareness focusing on speed-related traffic incidents, young drivers (20 years of age and younger), pedestrians, bicyclists and child passenger safety. Four Corners used billboards, radio and television advertising, county fairs, community events and social media to reach youth in their service area.
- National Safety Council, Nebraska Chapter, awarded a mini grant to implement a landing page, Our Driving Concern, with traffic safety issues for employers, employees and the public.
- Sarpy County Sheriff's Office, received a mini grant to carry out spring and summer enforcement and education around speeding, seat belt use, alcohol and pedestrian safety.
- La Casa del Pueblo received a mini-grant award to carry out Hispanic outreach in four target counties (Douglas, Dakota, Platte and Colfax).

- Omaha Police Department received a mini grant to produce 4 short videos for social media; Crash Mitigation, Move Over, Pedestrian Safety and Distracted Driving.



Project Name:	Drowsy Driving Public Information & Education		
Project Number:	402-20-29		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	402/IS	Funding Source:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$8,112.80

The objective of this project is to increase education and awareness, in 23 target counties, to increase awareness around drowsy driving motor vehicle crashes and related harms. HSO will work with community colleges, local health districts and the public to prevent drowsy driving and associated risks.

The project provided funding for the development/creation/production/implementation of distracted driving messaging to target audience, 14-34-year old. This includes print and electronic messaging, paid and earned media. Billboards, radio, digital and social media were used to complete this project.



SPEED CONTROL PROGRAM AREA

Project Name:	Speed Program Coordination		
Project Number:	402-20-32		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	402/SC	Funding Amount:	\$20,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$14,313.78

This project allocated funding to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance, delivery and return of the HSO's Speed Monitoring Trailer loaner units. Trailers were scheduled and delivery made to thirteen law enforcement agencies across the state. The HSO speed trailers were provided to 13 agencies, 7 (54%) within the target counties, and 6 (46%) in non-target counties. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring and site visits.

Project Name:	Speed Public Information and Education		
Project Number:	402-20-35		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/SC	Funding Amount:	\$10,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$4,989.75

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. The HSO's loaner speed trailer was provided to seventeen agencies to slow traffic and raise speed awareness. These eleven counties represented 69 percent of the HSP target counties. Mini grants were provided to purchase a new speed trailer and a mounted speed sign.

SPEED ENFORCEMENT PROGRAM AREA

Project Name:	Traffic Law Enforcement		
Project Number:	402-20-26		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$140,334.00		
Funding Source:	402/SE	Funding Amount:	\$140,334.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$6,336.13

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; three Standardized Field Sobriety Testing (SFST) classes (110 trained); additional SFST Update classes were scheduled but cancelled due to Covid-19; three Radar Certification classes (113 trained); three LIDAR Certification classes (114 trained); three In-Car Camera Operation classes (109 trained); no Intermediate Crash Investigation classes due to Covid-19; no Advanced Crash Investigation classes due to Covid-19; three Basic Crash Investigation classes (105 trained); no IMS Map 360 Crash Mapping or Advanced Roadside Impaired Driving Enforcement (ARIDE) due to Covid-19. Preliminary breath testing training was provided to 301 students and evidentiary breath testing training was provided to 246 students.

Project Name:	Speed Selective Overtime Enforcement		
Project Number:	402-20-33		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$160,000.00		
Funding Source:	402/SE	Funding Amount:	Source \$160,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	89%
Is this project a part of the TSEP? Yes		Amount Expended:	\$80,875.92

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

Sheriff’s Offices – 1; Police Departments - 2 and Nebraska State Patrol – 1. These five mini grants resulted in a total of 668 hours of selective speed overtime enforcement, 733 speeding citations and 68 citations for seat belt violations. The total number of citations issued was 1,234 and 204 contacts were made.

This project allocated funding to the HSO to award mini grants to state and local law enforcement, with preference to agencies in the priority counties, to assist with the purchase of new speed detection equipment to enforce posted speed limits as part of special enforcement operations. Additional consideration is given to those agencies in the “speed emphasis” counties to impact attitudes and driving behavior. During the project period, 28 mini-grant contracts were awarded providing 45 radar units as follows: Police Departments – 13 contracts and Sheriff’s Offices - 15 contracts. The 45 radar units that were awarded this fiscal year resulted in a total of 262 speeding citations and 639 speeding warnings.

SECTION 405f – MOTORCYCLIST SAFETY GRANT

Project Name:	Motorcycle Public Information and Education		
Project Number:	405f-20-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$55,000.00		
Funding Source:	405f/M9MA	Funding Source Amount:	\$29,278.06
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$10,500.00

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

A contract was awarded to AllOver Media to create an “I Didn’t See Him” motorcycle safety awareness campaign to run from August 17, 2020 through October 16, 2020. The motorcycle safety message “I Didn’t See Him” appeared on the sides, rear and over the cab of the trucks. AllOver Media contracted to have trucks travel in Cass, Douglas, Hall, Lancaster Sarpy, Saunders, Seward and Washington counties. In total there were 4,252,800 impressions for the campaign.

Project Name:	Motorcycle Training Assistance		
Project Number:	405f-20-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	405f/M9MT	Funding Source Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$9,444.20

This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) to implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors. The Motorcycle Instructor Update class was completed during the 2020 fiscal year at Mid-Plains Community College in Hastings with 28 participants. Three participants successfully completed the Police Motorcycle Instructor Recertification Course offered by Harley Davison and Northwestern University for Public Safety December 3, 2019 in Shenandoah, Texas.

1906 RACIAL PROFILING COLLECTION GRANT

Project Name:	Improving Data Collection Methods and Reporting		
Project Number:	1906-20-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$355,000.00		
Funding Source:	1906/F1906CMD	Funding Source Amount:	\$354,471.18
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$291,981.86

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial data related to Nebraska traffic stops. Local entities are able to apply for mini grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time. During the project period, 22 contracts were awarded to local law enforcement agencies through the mini-grant contract awarded to the Nebraska Crime Commission that provided funding for equipment to report citations and vehicle crashes electronically.

Project Name:	Review and Analysis of Collected Data		
Project Number:	1906-20-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$30,000.00		
Funding Source:	1906/F1906ER	Funding Source Amount:	\$26,200.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$9,152.05

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

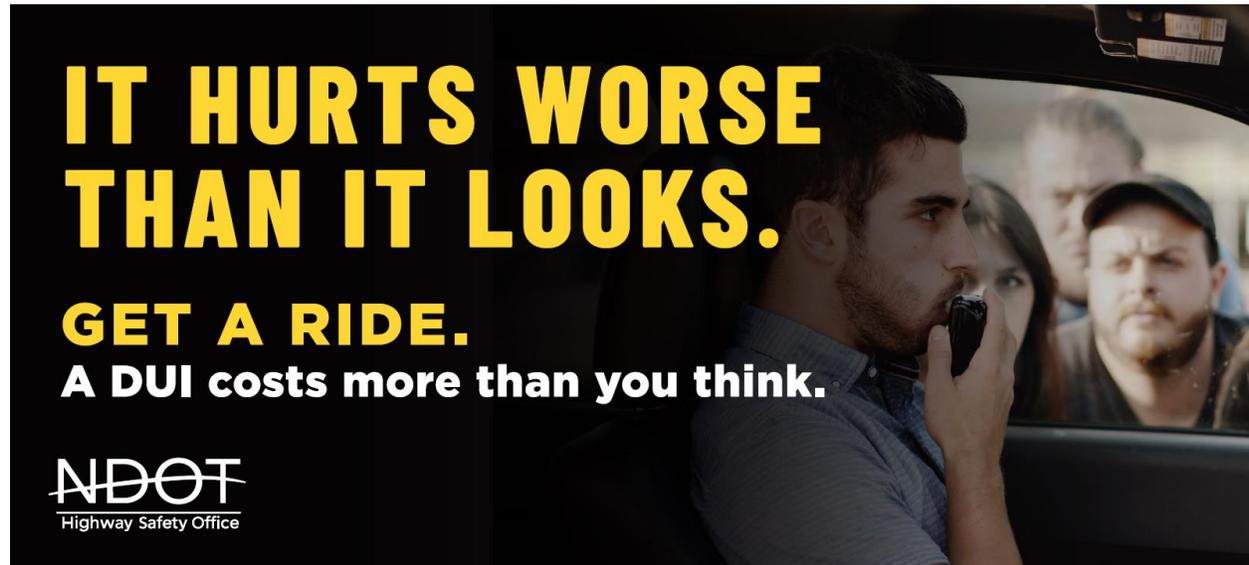
OTHER FUNDING

Project Name:	Drowsy Driving Injury Prevention – GHSA Grant		
Project Number:	GHSA (1901)		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$15,000.00		
Funding Source:	GHSA	Funding Source Amount:	\$15,000.00

This project funding was awarded from the Governors Highway Safety Association (GHSA), through support of the National Road Safety Foundation (NRSF) to implement drowsy driving prevention programs and campaigns.

NDOT-HSO worked with community colleges and local health districts in target counties to carry out an educational campaign on drowsy driving and prevention.

- The Campaign ran in June and had approximately 150,000 impressions and 500,000 reached on click through with the website, weather page.
- Utilized social media, radio, billboards, digital messaging and educational graphics to support the project. Drive Smart Nebraska supported messaging throughout the year.



**IT HURTS WORSE
THAN IT LOOKS.**

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A DUI costs more than you think.

NDOT
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