

NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



October 1, 2020 to September 30, 2021

Nebraska Department of Transportation
Highway Safety Office
P.O. Box 94612, Lincoln NE 68509
<http://dot.nebraska.gov/safety/hso/>

STATE OF NEBRASKA

**“Performance-Based”
Strategic Traffic Safety Plan**

October 1, 2020 – September 30, 2021

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Table of Contents

TABLE OF CONTENTS

Introduction	1
Mission Statement	1
Executive Summary.....	1
Maintenance of Effort (MOE) Requirement	2
Legislation	3
State Demographic Analysis	3
Highway Safety Planning Process	3
HSP Flowchart	4
HSP Program Planning Calendar	4
Problem Identification Process, Data Used and Participants	5
Highway Safety Partnerships	6
Nebraska Priority Counties	7
Traffic Safety Performance Measures.....	8
Traffic Safety Performance Measures, Targets and Program Area Report	10
Program, Project and Activity Selection Process	12
Performance Target Justification and Trends.....	12
Highway Safety Communications Plan Program Areas	17
Communications (Media) Program Area	17
Planning and Administration	23
Impaired Driving Program Area	26
405(d) Impaired driving countermeasures grant.....	26
Occupant Protection Program Area.....	32
Child Passenger Safety Program	34
405(b) Occupant Protection Grant	37
Distracted Driving Program Area	43
Police Traffic Services Program Area	43

Section 1906 - Racial Profiling Data Collection Program Area.....	45
Speed Management Program Area	46
Evidence-based traffic safety enforcement program (TSEP)	47
Maintenance of Effort.....	51
Traffic Records Program Area	52
Section 405c - State Traffic Safety Information System Improvements Grant.....	54
Traffic Records Assessment	57
405c Interim Progress Report	62
FY2021 - 405(F) Motorcyclist Safety Program Area.....	65
Certifications and Assurances for Fiscal Year 2020 Highway Safety Grants (appendix A & B).....	69
Impaired Driving Strategic Plan (attachment A)	
Racial Profiling (attachment B)	

Introduction

Mission Statement

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

Executive Summary

The Nebraska Department of Transportation Highway Safety Office (HSO) is responsible for developing and implementing effective strategies to reduce the state's traffic injuries and fatalities and traffic related injury and fatality rates. These strategies may take the form of the stand-alone projects and activities or more comprehensive long-term programs. Traditional, innovative, and evidence-based strategies are utilized.

Staff members of the HSO are responsible for the administration of the federal NHTSA section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds.

The Director of the Nebraska Department of Transportation (NDOT) serves as the designated Governor's Highway Safety Representative, while the HSO Administrator fulfills the role of the State's coordinator of the activity.

The HSO is an active and integral partner in the development and preparation of the Nebraska Strategic Highway Safety Plan (SHSP). In addition to the SHSP, the HSO Administrator serves in an advisory capacity to the Nebraska State Patrol's Motor Carrier Safety Assistance Program (MCSAP) Plan and the NDOT Highway Safety Improvement Program (HSIP) Plan. As a result, the HSO Administrator is in a position to assist in coordinating and maintaining continuity among the various plan targets with the HSO annual HSP.

Two members of the HSO staff serve on the SHSP Interagency Safety Work Group that includes those that prepare the State's MCSAP and HSIP Plans. Many of the current critical strategies employed to address the problems identified in the HSIP are identical to the strategies contained in this HSP including fatalities, fatality rate and serious injuries. Nearly all of those involved in the SHSP development are also members of the ad hoc HSO Highway Safety Advocates group. The Nebraska Strategic Highway Safety Plan – 2017 – 2021 is located on the website at: <http://dot.nebraska.gov/safety/shsp/>.

The HSO Administrator also serves as a permanent member of the Department of Health and Human Services (DHHS) Preventive Health Advisory Committee that oversees the Preventive Health Block Grant funding. The HSO Administrator also serves as a member the DHHS State Epidemiological Work Group that make recommendations to the DHHS management staff. Each of these relationships is important to leverage activity that influences the HSO initiatives while avoiding potential duplication of efforts.

A Traffic Records Assessment (TRA) was completed and a report issued on January 4, 2016. The HSO along with the members of the Traffic Records Coordinating Committee (TRCC) have reviewed the recommendations and a continuation of the traffic records strategic planning process was undertaken. The updated 405c Traffic Records Strategic Plan incorporated many of the suggestions from the TRA. This has enhanced the ability to conduct problem identification, monitor project activity, produce measurable results, and evaluate the performance of programs. The HSO is a federal grant program Section of the

Division of Traffic Engineering within the NDOT. The federal fiscal year runs from the period of October 1 through September 30. The HSO is submitting the fiscal year 2021 (FY2021) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

The HSP document provides information regarding the annual strategic "benchmark" plan. The most significant section is the Process Description that describes problem identification, performance goal selection, and the program/project/activity selection.

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects by Program Area for FY2021, and additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

The HSP funding application will be used to address the following priority traffic safety issues under the Section 402 funding. In addition, applications are included for Section 405 areas where the State of Nebraska was eligible to submit applications:

- Section 402 State Highway Safety Program Grant priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.
- Section 405 Application (23 U.S.C. 405)
 - Occupant Protection Grant (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, child passenger safety technician trainings (i.e., Update, recertification classes, new technician classes), media campaigns, and overtime awards for law enforcement agencies.
 - State Traffic Safety Information System Improvements Grant (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
 - Impaired Driving Countermeasures Grant (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes as well as paid and earned media in support of high-visibility enforcement efforts.
 - Motorcyclist Safety Grant (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

Maintenance of Effort (MOE) Requirement

The provision has been updated in the newest authorization (FAST Act) to require the State to maintain its aggregate expenditures from the lead State agency for programs at or above the average level of such expenditures in fiscal years 2014 and 2015 to qualify for certain highway safety funding under Section 405 grants. As a condition of receiving grant funds, States will be required to certify in the Section 405 Grant Applications that they meet the applicable MOE requirements.

Nebraska's most recent MOE calculation (FY2019) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2014 and 2015, as was the requirement at the time of submission under MAP 21. This document is on file at the HSO and available for review by NHTSA.

Legislation

During the years 2015-2020, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- May 27, 2015 - Allow Pedal-Pub Vehicles permitted to have license to sell alcohol and passenger to consume
- August 28, 2015 - Create new Auto-Cycle Vehicle definition and public roadway use
- July 25, 2016 - Clarifies right of way when bicycles and pedestrians' cross roadways while using a path designed for pedestrians/bikes
- April 11, 2018 - Move Over law expanded to utility workers vehicles
- July 18, 2018 - Conditional operation of Autonomous Vehicles
- July 18, 2018 - Allows increasing speeds on non-state highway divided highway from 60 to 65 mph, also allows increasing speed limit on state divided expressways from 65 to 70 mph
- January 1, 2019 - Change age from "up to 6" to "up to 8" for children riding in a federally approved child safety seat and rear facing up to age 2.

State Demographic Analysis

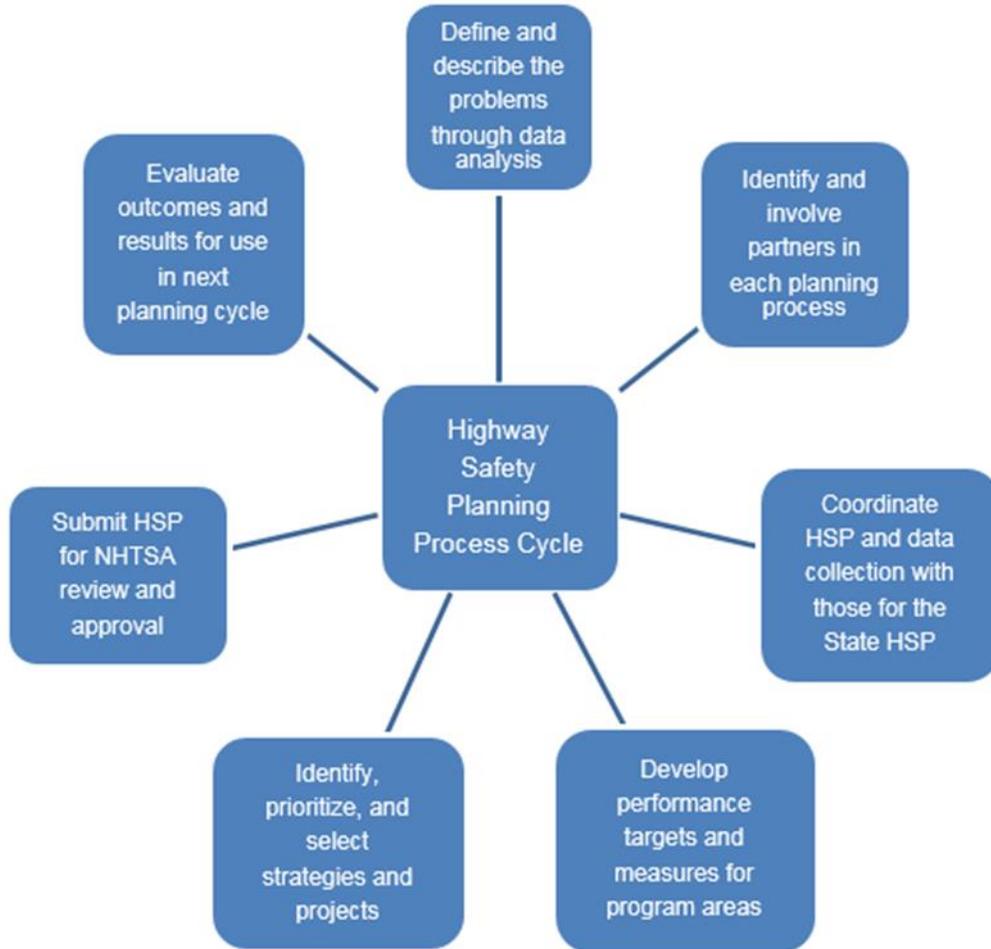
Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,934,408 on July 1, 2019, a 5.9 % increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 88.9 percent of the population is white, 5 percent black and 10.7 percent Hispanic. According to the Census, 24.8 percent of the population is under 18 years of age, 53.2 percent is between the ages of 18 and 65 and more than 15 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2018, there were 1,470,810 licensed drivers and 2,399,518 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 15 daily and 152 weekly newspapers, broadcast media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

Highway Safety Planning Process

The highway safety planning process is circular and continuous; i.e., at any one point in time, the HSO may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the Federal and State level, the planning process may be interrupted by unforeseen events and mandates.

The planning process HSP flowchart visually capturing the steps in the planning process: identifying problems, setting targets, choosing performance measures, selecting projects, etc.

HSP Flowchart



HSP Program Planning Calendar

January – February	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year’s Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies, and Procedures on website.
March – April	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
May	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review and rating.

June	Draft the HSP including the Sections 402, 405 and 1906 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
July	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
August – September	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
October	Implement grants and contracts. Begin to collect information for the FY2020 Annual Report.

The program, project, and activity selection are the responsibility of the HSO professional staff. Information from a variety of data sources is utilized. An evaluation criteria format is used to determine how individual applications compare. These comparisons and ratings are used to make final funding determinations.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, in collaboration with other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is overrepresented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, rural or urban, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Highway Safety Partnerships

The HSO staff requests information and data from other traffic safety groups and individuals. These include, but are not limited to federal, state and local government agencies and non-profit organizations:

Federal, state and local government agencies:

- Nebraska Supreme Court (Administrative Office of the Courts & Probation)
- Nebraska Department of Transportation
- Nebraska Department of Motor Vehicles
- Federal Highway Administration
- Nebraska Liquor Control Commission
- Nebraska Attorney General
- University of Nebraska – Kearney - Nebraska Safety Center
- University of Nebraska - Omaha
- University of Nebraska – Lincoln
- Nebraska Commission on Law Enforcement and Criminal Justice
- National Highway Traffic Safety Administration
- Governors Highway Safety Association

Hospitals, local health departments, law enforcement, etc.:

- Nebraska Hospital Association
- Nebraska Nurses Association
- Nebraska Department of Health and Human Services (DHHS)
- Nebraska Department of Education
- Nebraska State Patrol (NSP)
- Over 200 Sheriff's Offices and Police Departments
- Nebraska Game & Parks Enforcement Division
- Bryan Health Independence Center Advisory Committee
- The Bridge Behavioral Health
- Mary Lanning Healthcare
- CHI St. Francis
- CHI Good Samaritan
- Four Corners Health Department
- Lincoln/Lancaster County Health Department
- Lincoln Fire and Rescue
- Three Rivers Health Department
- Sarpy/Cass Health Department

Non-profit organizations:

- Nebraska Mothers Against Drunk Driving
- Nebraska Brain Injury Alliance
- National Safety Council, Nebraska
- Nebraska Prevention Center for Alcohol and Drug Abuse
- Nebraska Safety Council, Inc.

- One World Community Health Centers, Inc.
- Keep Kids Alive, Drive 25
- Safe Kids Nebraska
- Bike Walk Nebraska

Professional associations:

- Nebraska County Attorney's Association
- Nebraska Trucking Association
- Nebraska State Troopers Association
- Nebraska Medical Association
- Nebraska Sheriff's Association
- Police Officers Association of Nebraska

The participating members of the Nebraska Advocates for Highway Safety are vital partners and collaborators in the problem identification and priority determination process. Among the other groups that contribute are:

- Agriculture Safety Council of Nebraska
- City of Omaha Prosecutor's Office
- Douglas County Attorney's Office
- DHHS CODES Data Management Team
- DHHS, Injury Prevention
- Drive Smart Nebraska Coalition
- Injury Prevention Planning Group
- AAA Nebraska
- Nebraska Motor Club Foundation
- Nebraska Collegiate Consortium
- Nebraska Operation Lifesaver Committee
- Nebraska DHHS Preventive Health Advisory Committee
- Nebraska Transportation Coalition
- Nebraska Impaired Driving Task Force
- Project Extra Mile
- Students Against Destructive Decisions
- Traffic Records Coordinating Committee

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2021 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2021									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2018 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	ADAMS	58	23.42	3.23	1.21	5.65	18.98	73.7%	31,364
Three	BUFFALO	123	18.14	1.77	1.92	3.10	14.45	78.4%	46,102
One	CASS	73	15.84	1.52	2.82	2.17	11.50	77.6%	25,241
One	COLFAX	26	19.31	2.97	2.97	2.97	13.37	47.8%	10,515
Three	DAWES	17	17.36	4.08	6.13	4.08	7.15	60.9%	9,182
One	DODGE	100	26.62	3.19	1.33	4.79	22.09	81.7%	36,691
Two	DOUGLAS	1491	32.58	3.78	1.14	3.78	27.67	70.1%	517,110
Three	GAGE	53	22.40	3.80	1.69	2.54	16.91	73.3%	22,311
Three	HALL	185	26.75	2.75	1.59	3.18	22.41	84.0%	58,607
One	LANCASTER	991	38.98	3.58	2.32	6.18	33.08	86.9%	285,407
Three	LINCOLN	107	16.36	1.53	1.53	1.99	13.30	72.4%	36,288
One	MADISON	91	28.90	1.91	2.22	5.08	24.77	75.4%	34,876
Three	MERRICK	23	15.76	2.74	2.06	2.74	10.96	69.2%	7,845
Three	PHELPS	24	21.17	1.76	2.65	7.06	16.76	64.8%	9,188
One	PLATTE	81	23.20	2.01	0.86	3.44	20.34	88.0%	32,237
Three	SALINE	35	29.34	5.03	1.68	5.87	22.64	78.6%	14,200
One/Two	SARPY	385	27.51	2.93	1.57	5.86	23.01	88.7%	158,840
One	SAUNDERS	48	18.01	0.38	1.88	1.88	15.76	73.1%	20,780
Three	SCOTTS BLUFF	99	32.59	2.63	2.63	6.25	27.32	80.1%	36,970
One	SEWARD	59	14.02	1.19	1.43	2.38	11.41	85.6%	16,750
Three	SHERIDAN	18	21.38	4.75	3.56	2.38	13.06	51.2%	5,469
Three	WAYNE	23	25.25	4.39	2.20	5.49	18.66	40.7%	9,595
Three	YORK	51	13.44	1.05	2.64	2.11	9.75	76.1%	13,665
	23 County Population								1,439,233
	Statewide	4,928	23.50	2.50	1.50	3.50	19.40	76.7%	1,826,341
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									79% of Population
Data taken from 2018 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
Fatal, A and B type injury crashes per 100 million miles per county using 2018 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population 2010.						Revised 3/12/2020			
**Population information is used to document the percentage of state's population represented.									
Nebraska 2018 data is the most current data for the FY2021 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 79% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Traffic Safety Performance Measures

In determining the HSP performance measures, the HSO coordinates with the development of the SHSP and the Highway Safety Improvement Program (HSIP) performance measures. Upon a review of the state's five year rolling averages of the annual fatality and crash data, representatives of the NDOT Highway Safety Office, other NDOT Engineering Sections responsible for the HSIP, and the state's MPO's, have discussed and determined agreeable, identical target rates for C-1 through C-3. The remaining targets are set by the HSO following the same projections.

Performance measures enable the state to track progress, from a specific baseline, toward meeting a target. In August 2008, the US Department of Transportation released a document DOT HS 811 025, that outlines a minimum set of behavioral highway safety plans and programs. The 11 Core (C) performances measures were developed by NHTSA in collaboration with GHSA and others. The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to state highway safety plans and uses existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, state set targets for the report progress on each of 11 core outcome and behavior measures annually. The following are the 15 performance measures which will be identified within their respective program areas:

OUTCOME MEASURES:

- C-1. Traffic Fatalities (actual-FARS)
- C-2. Number of serious (disabling) injuries (State Crash Data)
- C-3. Fatality rate per 100M VMT (FARS, FHWA)
- C-4. Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)
- C-5. Number of fatalities involving driver or motorcycle operator with .08 BAC or above (FARS)
- C-6. Number of speeding-related fatalities (FARS)
- C-7. Number of motorcyclist fatalities (FARS)
- C-8. Number of unhelmeted motorcyclist fatalities (FARS)
- C-9. Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10. Number of pedestrian fatalities (FARS)
- C-11. Number of bicyclist fatalities (FARS)

BEHAVIOR MEASURE:

- B-1. Percent observed belt use for passenger vehicles – front seat outboard occupants (State Survey)

ACTIVITY MEASURES:

- 1. Number of seat belt citations issued during grant-funded enforcement activities (Grant Activity Reports)
- 2. Number of impaired driving arrests made during grant funded enforcement activities (Grant Activity Reports)
- 3. Number of speeding citations issued made during grant-funded enforcement activities (Grant Activity Reports)

The Fatal Analysis Reporting System (FARS) data, “Traffic Safety Performance (Core Outcome) Measures for Nebraska”, and calendar year state crash data Standard Summary of Nebraska – Motor Vehicle Traffic Accidents are being utilized. (A five-year baseline moving average is used in all core outcome measures except in the Behavior Measure).

Traffic Safety Performance Trends and Targets

			Baseline					Projections		
	PERFORMANCE MEASURES		2014	2015	2016	2017	2018	2019	2020	2021
C-1	Traffic Fatalities***	Annual	225	246	218	228	230	248	236	241
		5-Year Rolling Average	204	215	222	226	229	234		
C-2	Serious Traffic Injuries**	Annual	1,620	1,520	1,588	1,478	1,394	1,400	1,444	1,408
		5-Year Rolling Average	1,667	1,621	1,585	1,548	1,520	1,476		
C-3	Fatalities per VMT***	Annual	1.15	1.22	1.05	1.05	1.1	1.17	1.13	1.13
		5-Year Rolling Average	1.05	1.10	1.12	1.12	1.12	1.13		
C-4	Unrestrained Passenger Vehicle Occupant Fatalities**	Annual	95	118	83	99	88	100	101	101
		5-Year Rolling Average	92	100	101	100	97			
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08.08+)*	Annual	60	64	61	69	66	66	67	69
		5-Year Rolling Average	58	60	64	63	64			
C-6	Speeding-Related Fatalities**	Annual	49	37	36	37	29	38	37	37
		5-Year Rolling Average	40	40	41	40	38			
C-7	Motorcyclist Fatalities**	Annual	20	25	20	27	23	23	24	25
		5-Year Rolling Average	19	21	20	21	23			
C-8	Unhelmeted Motorcyclist Fatalities*	Annual	1	4	3	0	2	2	2	3
		5-Year Rolling Average	1	2	2	2	2			
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	34	39	26	35	40	35	35	35
		5-Year Rolling Average	34.8	35.4	35.2	34.6	34.8			
C-10	Pedestrian Fatalities**	Annual	9	19	12	20	24	18	19	21
		5-Year Rolling Average	10	12	13.4	14	17			
C-11	Bicyclist Fatalities**	Annual	2	4	1	3	0	2	2	3
		5-Year Rolling Average	1	2	1.4	2	2			
CORE BEHAVIOR MEASURE										
B-1	Seat Belt Use***	Annual	79.0%	79.6%	83.3%	85.9%	85.5%	79.7%	83.5%	83.8%
ACTIVITY PERFORMANCE MEASURES										
A-1	Safety Belt Citations	Annual	2,790	1,914	1,837	1,852	1,422	1,084	N/A	N/A
A-2	Alcohol Impaired Driving Arrests	Annual	1,301	775	1,183	1,099	1,097	1,141	N/A	N/A
A-3	Speeding Citations	Annual	17,415	15,513	22,788	13,967	11,278	9,266	N/A	N/A
FATAL, A AND B INJURY CRASH TARGETS										
	Fatal, A and B Crashes***	Annual	4,648	4,948	5,297	5,011	4,928	4,937	4,966	4,995
		5-Year Rolling Average	4,860	4,844	4,904	4,923	4,966			
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	576	567	579	553	529	552	542	533
		5-Year Rolling Average	594	591	585	565	561			
	Speed-Related Fatal, A and B Crashes**	Annual	339	250	282	231	317	255	238	220
		5-Year Rolling Average	358	317	299	287	284			
	Youth-Involved Fatal, A and B Crashes**	Annual	1,246	1,343	1,464	1,349	1,296	1,323	1,313	1,304
		5-Year Rolling Average	1,388	1,341	1,351	1,340	1,340			
	All Other Factors, Fatal, A and B Crashes***	Annual	3,733	4,131	4,418	4,227	4,082	4,133	4,188	4,243
		5-Year Rolling Average	3,908	3,936	4,017	4,068	4,118			
	#Distracted Driver, Fatal, A and B Crashes***	Annual	798	897	982	894	874	922	956	990
		5-Year Rolling Average	753	793	844	864	889			
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes***	Annual	58	77	50	71	74	70	73	77
		5-Year Rolling Average	52	58	61	64	66			

Source: *FARS, **Nebraska State Crash Data, ***Nebraska Safety Belt Use Report Actual Numbers N/A - Not Applicable

^ Annual Targets are based on 5-year Rolling average trend projections for 2014 to 2021.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2020-2021. In order to stop the trend, a one percent decrease was applied to each year's projection.

Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely Crashes

++ 2021 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.

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

Performance Measure Identifier		Year					Projection		
		2014	2015	2016	2017	2018	2019	2020	2021
C-1	Traffic Fatalities++	225	246	218	228	230.0	248.0	236.0	241.0
C-2	Serious Traffic Injuries^	1620	1520	1588	1478	1394	1400	1444	1408
C-3	Fatalities Per 100 million VMT++	1.15	1.22	1.05	1.05	1.100	1.170	1.129	1.131
C-4	Occupant Fatalities	95	118	83	99	88	100	101	101
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)**+*	60	64	61	69	66	66	67	69
C-6	Speeding-Related Fatalities	49	37	36	37	29	38	37	37
C-7	Motorcyclist Fatalities+	20	25	20	27	23	23	24	25
C-8	Unhelmeted Motorcyclist Fatalities	1	4	3	0	2	2	2	3
C-9	Drivers Age 20 and Younger in Fatal Crashes	34	39	26	35	40	35	35	35
C-10	Pedestrian Fatalities+	9	19	12	20	24	18	19	21
C-11	Bicyclist and Other Cyclist Fatalities	2	4	1	3	0	2	2	3
B-1	Observed Seat Belt Use~	79.0%	79.6%	83.3%	85.9%	85.5%	79.7%	83.5%	83.8%
<p>~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS) +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2019-2021. In order to stop the trend, a one percent reduction was applied to each year. ++ 2021 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%. *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p>									
	Activity Performance Measures~	2014	2015	2016	2017	2018	2019	2020	2021
A-1	Grant Funded Enforcement Activities (FY)	2,790	1,914	1,837	1,852	1,422	1,084	TBD	TBD
A-2	Grant-Funded Enforcement Activities (FY)	1,301	775	1,183	1,099	1,097	1,141	TBD	TBD
A-3	Grant-Funded Enforcement Activities (FY)	17,415	15,513	22,788	13,967	11,278	9,266	TBD	TBD
~Source: NDOR-HSO - Annual Grant Reports									
	Fatal, A and B Injury Crash Targets	2014	2015	2016	2017	2018	2019	2020	2021
	Fatal, A and B Injury Crashes	4,648	4,948	5,297	5,011	4,928	4,937	4,966	4,995
	Alcohol-Impaired Fatal, A and B Injury Crashes	576	567	579	553	529	552	542	533
	Speed-Related Fatal, A and B Injury Crashes	339	250	282	231	317	255	238	220
	Youth-Involved Fatal, A and B Injury Crashes	1,246	1,343	1,464	1,349	1,296	1,323	1,313	1,304
	All Other Factors - Fatal, A and B Injury Crashes	3,733	4,131	4,418	4,227	4,082	4,133	4,188	4,243
	**Distracted Driver Fatal, A and B Injury Crashes	798	897	982	894	874	922	956	990
	Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	58	77	50	71	74	70	73	77
<p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOT **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>									

Program, Project and Activity Selection Process

The HSO utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2021) funding period.

Performance Target Selections

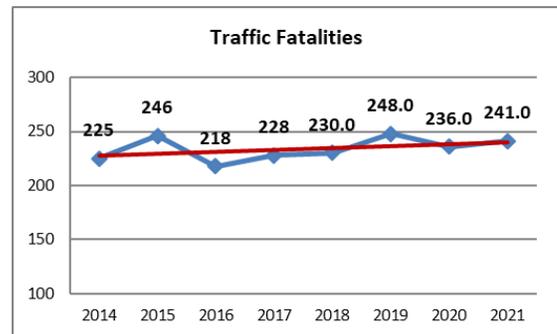
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration. The Countermeasure That Works, A Highway Safety Counter-measure Guide for State Highway Offices, 8th Edition was used as a resource document in preparation of the HSP projects.

Using the experience and expertise of the HSO professional staff and state crash data, an appropriate overall statewide performance target and performance measures in selected emphasis areas are established. Projections are based on a trend analysis predictive model program using a five-year rolling average (FARS). The projection is based upon a sustained level of activity and the target is established by anticipating additional activity that more precisely targets identified problems.

Performance Target Justification

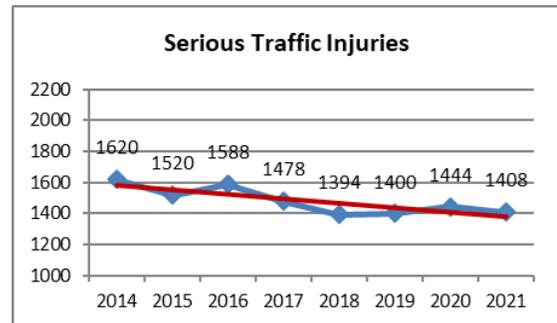
C-1 Number of traffic fatalities (FARS)

To decrease the increasing trend for traffic fatalities by 1 percent from 229 (5 year rolling average in 2014-2018) to 241 by December 31, 2021.



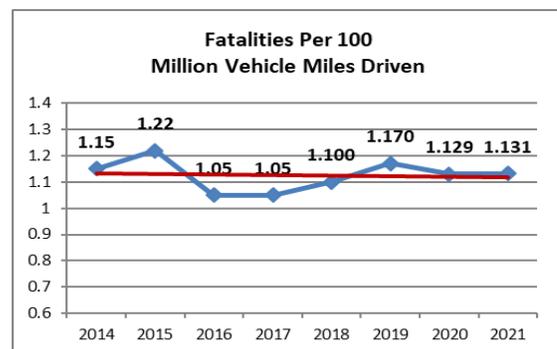
C-2 Number of serious injuries in traffic crashes (State crash data files)

To decrease serious traffic injuries by 7.4 percent from 1,520 (5 year rolling average in 2014-2018) to 1,408 by December 31, 2021.



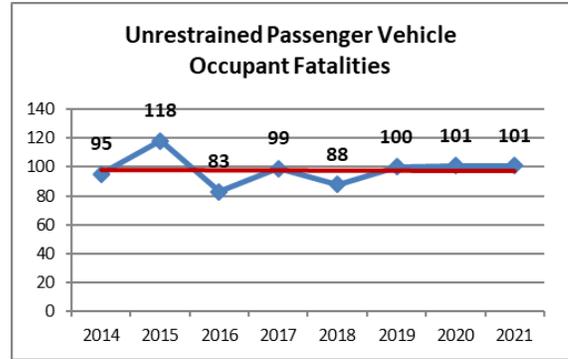
C-3 Fatalities/VMT (FARS, FHWA)

To decrease the increasing trend for fatalities/100 VMT by 1 percent from 1.12 percent (5 year rolling average in 2014-2018) to 1.13 by December 31, 2021.



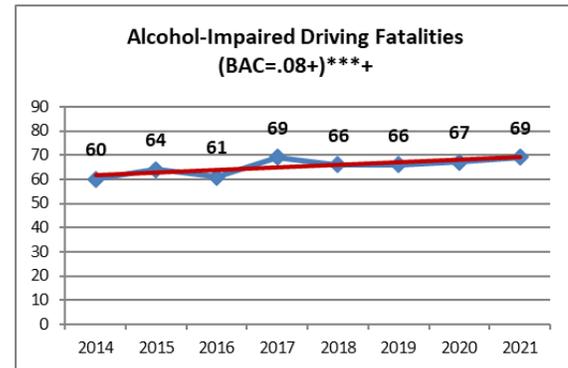
C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 1 percent from 97 (5 year rolling average in 2014-2018) to 101, by December 31, 2021.



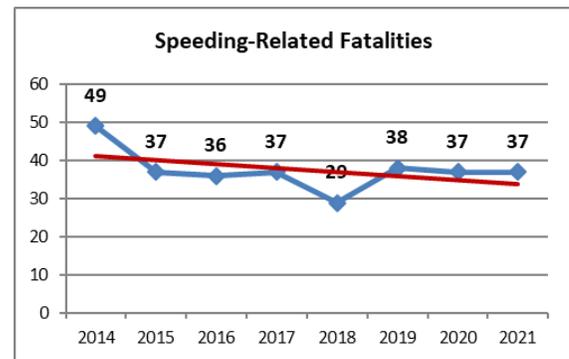
C-5 Alcohol-Impaired Driving Fatalities (FARS)

To decrease the increasing trend for alcohol-impaired driving fatalities by 1 percent from 64 (5 year rolling average in 2014-2018) to 69 by December 31, 2021.



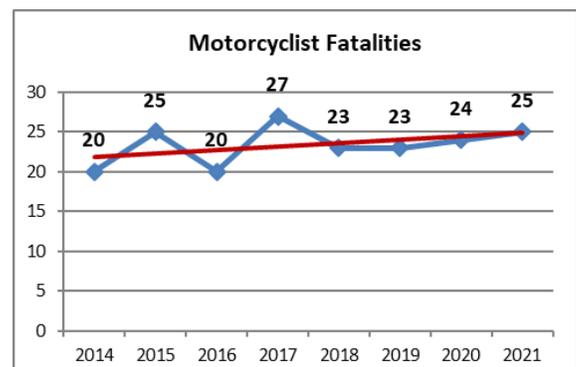
C-6 Number of speeding-related fatalities (FARS)

Reduce speeding-related fatalities by 2.6 percent from 38 (5 year rolling average in 2014-2018) to 37, by December 31, 2021.



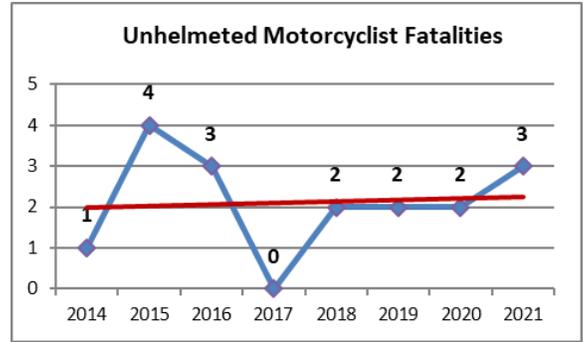
C-7 Number of motorcyclist fatalities (FARS)

To decrease the increasing trend for motorcyclist fatalities by 1 percent from 23 (5 year rolling average in 2014-2018) to 25, by December 31, 2021.



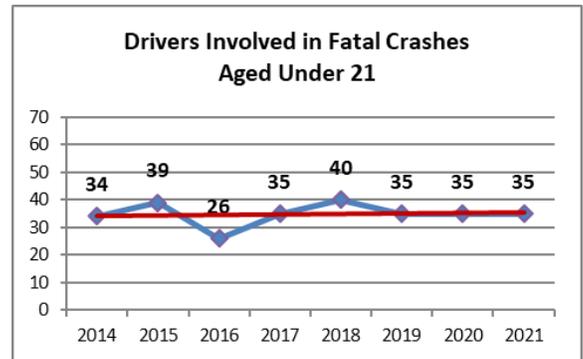
C-8 Number of unhelmeted motorcyclist fatalities (FARS)

To decrease the increasing trend for unhelmeted motorcyclist fatalities by 1 percent from 2 (5 year rolling average in 2014-2018) to 3, by December 31, 2021.



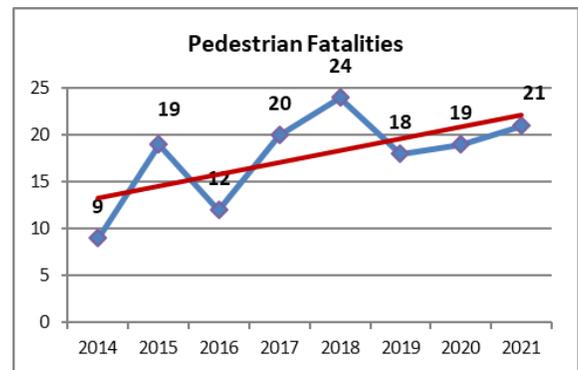
C-9 Number of drivers age 20 or younger involved in fatal crashes (FARS)

To reduce drivers age 20 and younger involved in fatal crashes by .6 percent from 35 (5 year rolling average in 2014-2018) to 35, by December 31, 2021.



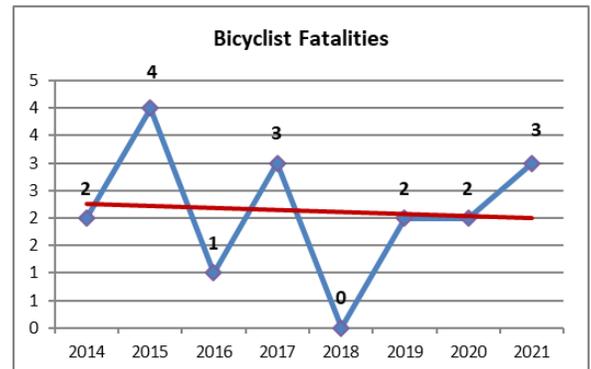
C-10 Number of pedestrian fatalities (FARS)

To decrease the increasing trend of pedestrian fatalities by 1.0 percent from 17 (5 year rolling average in 2014-2018) to 21, by December 31, 2021.



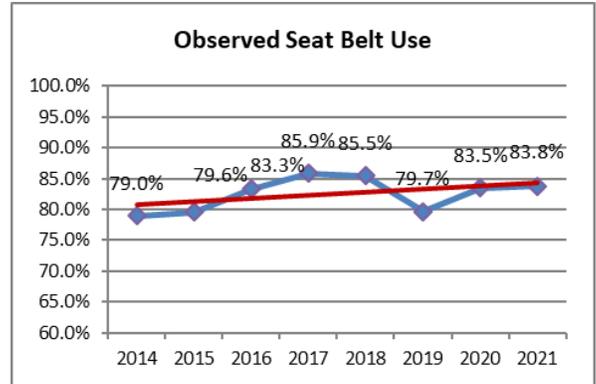
C-11 Number of bicyclist fatalities (FARS)

To decrease the increasing trend of bicyclist fatalities by 1 percent from 2 (5 year rolling average in 2014-2018) to 3, by December 31, 2021.



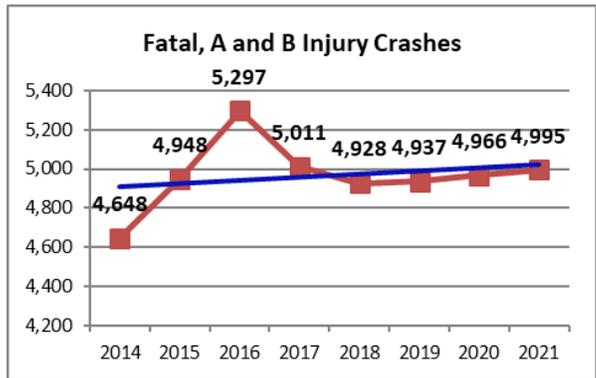
B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 5.1 percentage points from the 2019 calendar year usage rate 79.7 percent to 83.8 percent by December 31, 2021.



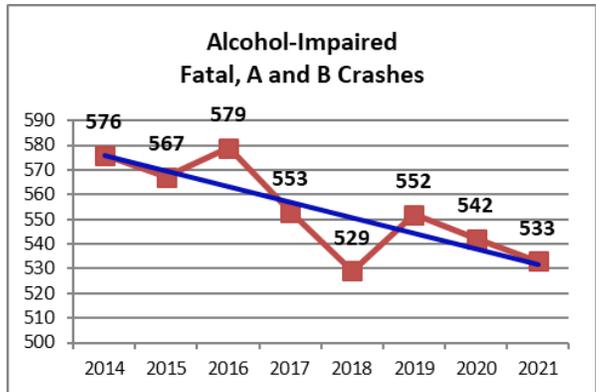
HSO – Target: Fatal, A and B Crashes (State Crash Data)

To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,966 (2014-2018 rolling average) to 4,995, by December 31, 2021.



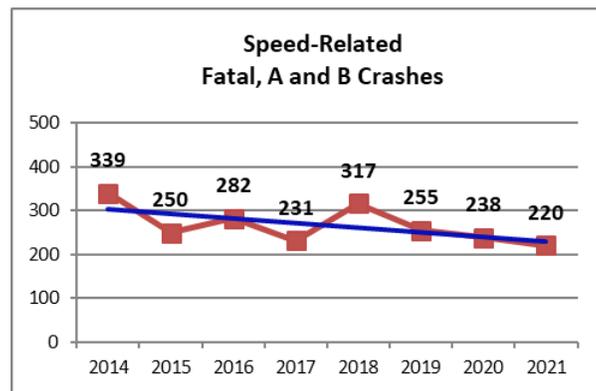
HSO – Target: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)

Reduce alcohol-impaired fatal, A and B crashes by 5.0 percent from 561 (2014-2018 rolling average) to 533, by December 31, 2021.



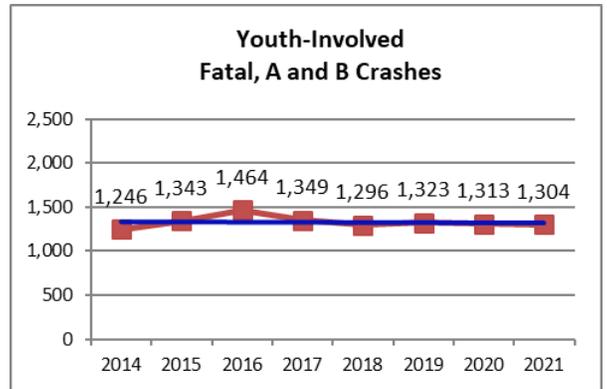
HSO – Target: Speed-Related Fatal, A and B Crashes (State Crash Data)

Reduce speed-related fatal, A and B crashes by 22.5 percent from 284 (2014-2018 rolling average) to 220, by December 31, 2021.



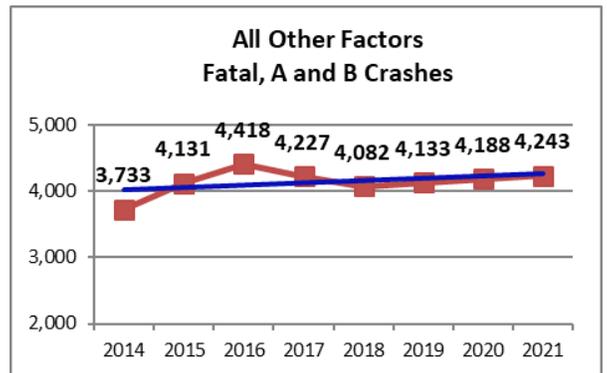
HSO – Target: Youth-Involved Fatal, A and B Crashes (State Crash Data)

Reduce youth-involved fatal, A and B crashes by 2.7 percent from 1,340 (2014-2018 rolling average) to 1,304, by December 31, 2021.



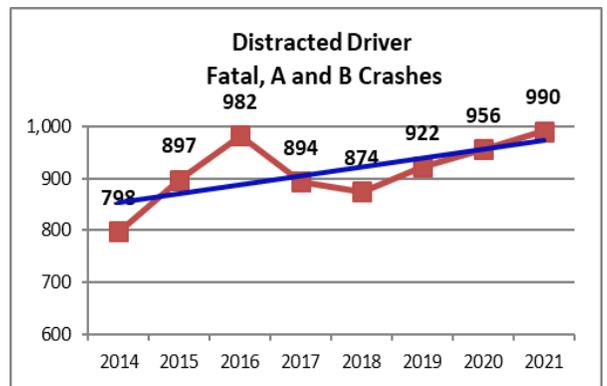
HSO – Target: All Other Factors, Fatal, A and B Crashes (State Crash Data)

To decrease the increasing trend of all other fatal, A and B crashes by 1 percent from 4,118 (2014-2018 rolling average) to 4,243, by December 31, 2021.



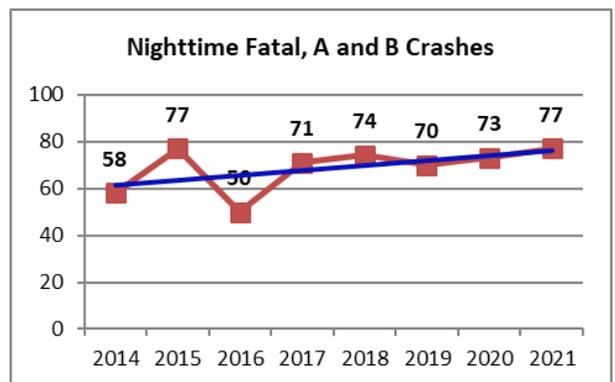
HSO – Target: Distracted Driver, Fatal, A and B Crashes (State Crash Data) *

To decrease the increasing trend of distracted driver fatal, A and B crashes by 1.0 percent from 889 (5 year rolling average in 2014-2018) to 990, by December 31, 2021.



HSO – Target: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)

To decrease the increasing trend of nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 1 percent from 66 (5 year rolling average in 2014-2018) to 77, by December 31, 2021.



Program Areas

Program Area: Communications (Media)

Paid Media

In FY2021, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (Click It or Ticket); 2) Impaired Driving (Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over.); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (U Drive. U Text. U Pay.); 5) Motorcycle Safety (Share the Road); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national Click It or Ticket Mobilization, Impaired Driving Mobilization, and the additional designated Click It or Ticket Mobilization. Special Underage Drinking campaigns are conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January. Additional, traffic safety messaging takes place in April for Distracted Driving Awareness Month, May for Motorcycle Awareness, 100 Days of Summer (occupant protection and distracted driving) and Child Passenger Safety, Seat Check Saturday in September and Drowsy Driving Awareness.

Public Information and Education Materials

In FY2021, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form are available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

The HSO offers to create and print materials for our traffic safety program partners to assist us in our Public Information and Education efforts.

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

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations.

Earned Media

In FY2021, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

The HSO (along with Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

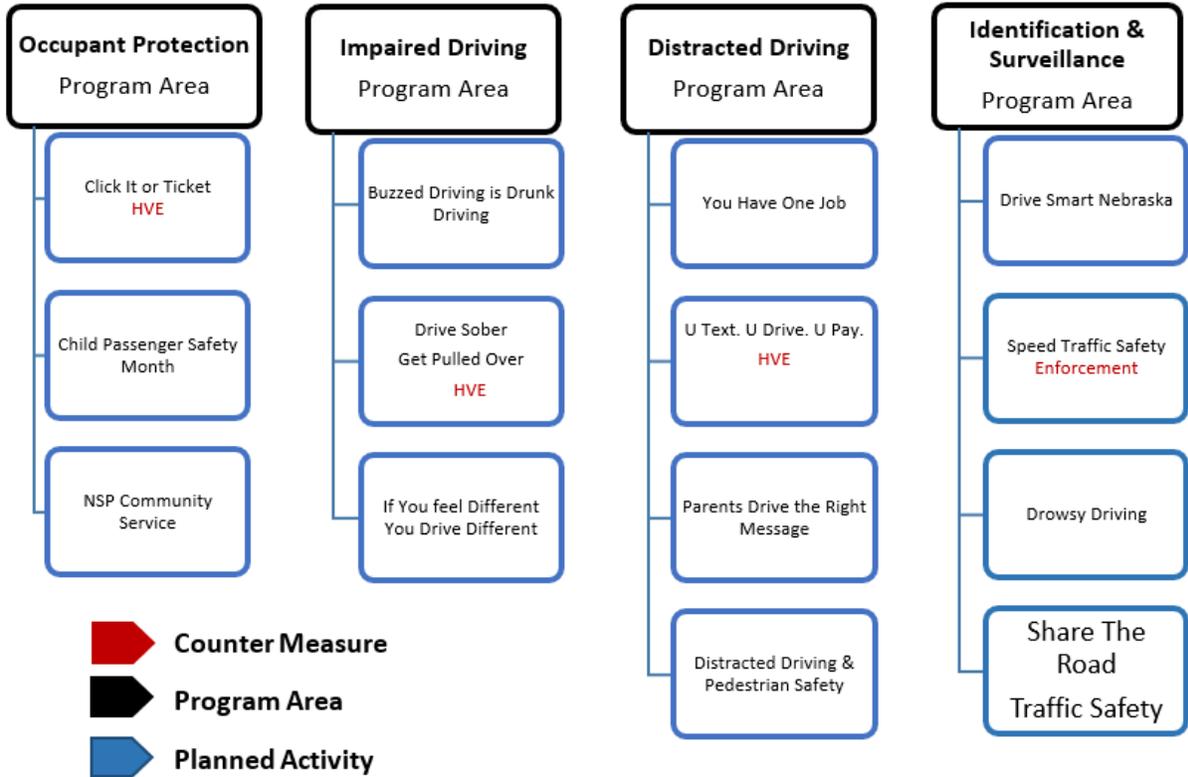
The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, the HSO is and will continue to be the primary traffic safety news story source for media from across the state. The HSO is recognized as the best source for related data, information, and to be able to direct media representatives to other additional resources. The HSO will continue to pursue the best ways to collect, present, and deliver traffic safety related information to maintain its position as the best traffic safety news source.

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2021.

Communication Campaign



Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (40% daytime and 60% nighttime) and a majority being weekend operations. Priority is given to the FY2021-23 Priority Counties (see page 8) with the highest number of fatal and serious injury crashes following Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The HSO provides the Nebraska State Patrol (NSP) with grant funding assistance in project 405B-21-13 that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county

fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games “Friday Night Lights” demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Planned Activities

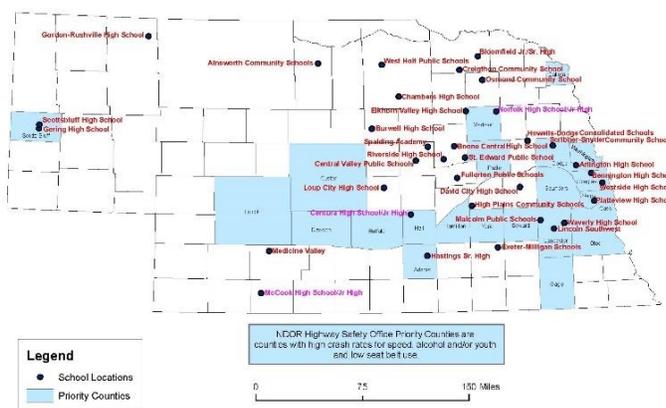
Planned Activity: Youth Public Information & Education

Planned activity number: IS-2021-19-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver’s Seat, parent/teen driver agreements, SADD Chapters, MADD’s Power of Parents and community outreach with high schools in priority counties), the purchase of educational related equipment. HSO will support the Teens in the Driver Seat Program through a mini grant process (42 high schools and middle schools across the state).

Nebraska School Locations of Teens in the Driver Seat



Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$100,000.00	\$25,000.00	\$25,000.00

Planned Activity: Traffic Safety Public Information & Education

Planned activity number: IS-2021-24-00-00

Planned Activity Description

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related

injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety.

HSO will utilize an experienced traffic safety firm to conduct a scientific and statistically valid statewide public assessment of Nebraska drivers’ attitudes and behaviors. The assessment will occur every three years (FY 22).

Work with community non-profits to reach a diverse audience (Hispanic, Asian and Arabic) to extend the reach of NHTSA’s campaign calendar and resources offered on Traffic Safety Marketing and Drive Smart Nebraska.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$110,000.00	\$27,500.00	\$27,500.00

Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2021-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$55,000.00	\$13,750.00	\$0.00

Planned Activity: Alcohol Public Information & Education

Planned activity number: AL-2021-10-00-00 and M5IS-2021-06-00-00

Planned Activity Description

This grant provides funds to the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media, earned media

and social media), local agency/organization mini-grant agreements, and related education equipment purchases.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$400,000.00	\$100,000.00	\$100,000.00
FAST Act NHTSA 405D	Impaired Driving	\$1,010,000.00	\$252,500.00	\$0

Planned Activity: Occupant Protection Public Information and Education

Planned activity number: OP-2021-04-00-00 and M2PE-2021-10-00-00

Planned Activity Description

This project provides HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities, is to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national campaigns including paid, earned and social media outreach. Funding also provides for additional support for activities of HSO.

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organization that support occupant protection at the community level and to organizations that can reach a diverse audience in our Priority Counties. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 44% (70). The urban traffic crashes accounted for 20% (38) of the unbelted vehicle occupant fatalities. The HSO communication campaign will support CPS Month in September and seat check Saturday, September 2021.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$550,000.00	\$137,500.00	\$137,500.00
FAST Act 405b OP Low	405b Low Public Education (FAST)	\$160,000.00	\$40,000.00	\$0.00

Planned Activity: Distracted Driving Public Information & Education

Planned activity number: DD-2021-13-00-00

Planned Activity Description

This project provides funds to the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age. This project will provide funds to the HSO to support National Teen Driver Safety Month in October and to support

distracted driving awareness month in April. THE HSO will assist local organizations with mini-grant agreements to increase public awareness in the 23 priority counties (see page 8).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Distracted Driving (FAST)	\$110,000.00	\$27,500.00	\$27,500.00

Planned Activity: Drowsy Driving Public Information & Education

Planned activity number: IS-2021-29-00-00

Planned Activity Description

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media, earned media and social media), and local agency/organization mini-grant agreements to increase education among the public, ages 16-39, regarding the increasing harms related to fatigued/drowsy driving.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Speed Public Information & Education

Planned activity number: SC-2021-35-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education related equipment purchases. HSO will focus on the 23 priority counties see page 8) and males 18-34.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Control (FAST)	\$40,000.00	\$10,000.00	\$0.00

Program Area: Planning and Administration

Planned Activity: Planning and Administration

Planned activity number: PA-2021-01-00-00

Planned Activity Description

This project supports the HSO’s basic administrative operational staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding for the HSO’s administrative operations include the personal services costs: for the Nebraska Highway Safety Administrator and the HSO staff assistant/accountant. Also included are related office supplies, travel and membership expenditures. Matching funds for administration related costs are available from the Nebraska Department of Transportation cash fund. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety, and injury-control programs in both the public and private sectors. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, actively participate in statewide multidisciplinary transportation safety, public safety and injury-control programs. The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Licensing and Vehicle Services Divisions for soft matching the federal highway safety funding. HSO maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Planning and Administration (FAST)	\$160,000.00	\$160,000.00	\$0.00

Planned Activity: Traffic Safety Program Coordination

Planned activity number: IS-2021-23-00-00

Planned Activity Description

Grant funding for the HSO Traffic Safety Specialists staff for basic costs, including personal services, travel and office expenses, to coordinate, monitor, and audit program area grants and activities (excluding the areas of alcohol, occupant protection, youth, and speed). Coordination of traffic safety projects, along with technical assistance in traffic safety activities to help reduce the number of traffic safety incidents.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$175,000.00	\$43,750.00	\$0.00

Planned Activity: Occupant Protection Program Coordination

Planned activity number: OP-2021-03-00-00

Planned Activity Description

The HSO Traffic Safety Specialist, Simera Reynolds, serves as the State’s Occupant Protection Coordinator. The HSO is the lead agency in developing and implementing occupant protection programs in Nebraska

and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2021 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use. This project provides the HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national campaigns, and providing additional support to the activities of the HSO. This project provides funding for HSO associated Traffic Safety Specialists staff basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$0.00

Planned Activity: Youth Program Coordination

Planned activity number: IS-2020-21-00-00

Planned Activity Description

Grant funding for the HSO for the Traffic Safety Specialist staff time, personal services, travel, and materials for development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), funding for local agencies/organizations to use the mini-grant agreements to support youth initiatives, the purchase of educational related equipment.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$40,000.00	\$10,000.00	\$0.00

Planned Activity: Alcohol Program Coordination

Planned activity number: AL-2021-09-00-00

Planned Activity Description

This grant provides funds to the HSO for basic time allocated Traffic Safety Specialists staff costs, including personal services, travel expenses, and office expenses to coordinate, monitor, and audit program grant activity.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00	\$25,000.00	\$0.00

Program Area: Impaired Driving (Drug and Alcohol)

This funding will assist in reducing impaired driving traffic fatalities involving alcohol and other drugs. Funding aids in providing equipment, training, and overtime enforcement that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funds are provided to community-based programs that impact impaired driving. While there are nine program tasks, an expected total of more than 110 individual projects will result from the mini-grant contract awards.

405(d) Impaired driving countermeasures grant

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Planned Activity: NE Collegiate Consortium to Reduce High-Risk Drinking

Planned activity number: AL-2021-06-00-00

Planned Activity Description

Funding will provide further the development of the Nebraska Collegiate Consortium (NCC) to Reduce High Risk Drinking project. This will provide technical assistance to develop institutionally specific strategic plans. Campus/community initiatives to reduce high-risk drinking with supporting brief intervention programs are working. Liaison with national meetings and organizations, providing skill-building opportunities, maintaining an effective educational website and list serve, providing technical assistance on the analysis of existing databases, and the development of new annual surveys will all be available. This project has developed the CAP (College Alcohol Profile) a web-based interactive brief intervention program that provides students with immediate personalized and localized feedback about their drinking practices compared to those of their college peers. The NCC will sustain program initiatives directed at soliciting parental involvement and support to reduce high-risk drinking through The Power of Parenting website targeting the parents of entering 18-20-year-old students, at higher-learning institutions. The NCC also continues to expand the Year One College Alcohol Profile (Y1CAP) a web-based brief prevention program designed to correct the misperceptions about alcohol use among incoming first year students. It is also the only program with a customized brief intervention available to all participating colleges (currently 27 member institutions).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$172,904.00	\$43,226.00	\$0.00

Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned activity number: AL-2021-08-00-00

Planned Activity Description

Douglas County represented approximately 35.8 percent of all alcohol-related fatal, A and B injury crashes in 2018. Alcohol continues to play a significant factor in driving offenses in Douglas County. The NDOT-HSO provides funding to the Douglas County Attorney’s Office to carry out activities of the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU has a target to increase the felony DUI conviction rate by 2 percentage points from 77% (2018- 2019) to 79% by September 30, 2021. The FMVPU also provides ongoing training to law enforcement, meets with non-profits and community groups to address felony motor vehicle relate issues (i.e., court monitoring, immigration and support for 24/7 in Douglas County).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$175,000.00	\$43,750.00	\$175,000.00

Planned Activity: Alcohol Selective Overtime Enforcement

Planned activity number: AL-2021-12-00-00 and 405D-21-05

Planned Activity Description

Funding is for the state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement, which includes but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving crackdowns. Law enforcement agencies shall identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preferred status for the priority counties (see page 8) is always considered. Participating agencies receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems, supplies, and replacement materials, may be provided and/or supported to maintain the state existing breath testing infrastructure.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$245,000.00	\$61,250.00	\$192,500.00
FAST Act NHTSA 405D	Impaired Driving	\$375,000.00	\$93,750.00	\$0

Planned Activity: Court Monitoring Evaluation and Education Project

Planned activity number: AL-2021-17-00-00

Planned Activity Description

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 14 priority counties identified by the HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether consistent sentencing is utilized across the state. Information gathered through the court-monitoring program is used to advocate for change and raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutors, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$138,528.00	\$34,632.00	\$138,528.00

Planned Activity: Underaged Drinking Prevention Project – Project Extra Mile

Planned activity number: AL-2021-18-00-00

Planned Activity Description

The objective of this project is to prevent underage and binge drinking through environmental prevention evidence-based strategies, ultimately addressing community policies, practices and norms. Project Extra Mile (PEM) provides information on the problems associated with underage drinking and evidence-based strategies for preventing the harms associated with it with the support of a strong and active community coalition group. PEM continues to monitor the administrative and regulatory process around the liquor licensing provisions of Nebraska Liquor Control Act to ensure and protect the public health and safety of communities and families.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$180,000.00	\$45,000.00	\$180,000.00

Planned Activity: Enforcing Underage Drinking Laws

Planned activity number: AL-2021-22-00-00

Planned Activity Description

This grant provides funding to the HSO to use the mini-grant agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders may also coincide with state and national impaired driving crackdowns. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 23 target counties, however all counties maybe provided funding as deemed appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$40,000.00	\$10,000.00	\$40,000.00

Planned Activity: Traffic Training

Planned activity number: AL-2021-25-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$35,000.00	\$8,750.00	\$21,000.00

Planned Activity: Prosecutorial Response to DUI Crime

Planned activity number: AL-2021-39-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$136,500.00	\$34,125.00	\$0.00

Planned Activity: Project Night Life Expansion

Planned activity number: AL-2021-40-00-00

Planned Activity Description

Provides grant funds for the Omaha Police Department to continue expansion of Project Night Life. The Omaha Police Department continues to reinforce awareness and education of Nebraska’s Provisional Operators Permit (POP) provisions for teens using joint activity, with surrounding local law enforcement agencies, to create more awareness, education, and selective enforcement efforts surrounding the Omaha area. The project educates teen drivers regarding the need for adhering to these restrictions and the penalties for failure to do so and educates parents through seminars/workshops to make them aware of the need to encourage and provide their assistance in establishing parental rules/agreements for teen drivers. Funding includes monthly selective enforcement activity targeting young drivers and will concentrate on high-crash locations and around schools and school activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$95,000.00	\$23,750.00	\$95,000.00

Planned Activity: Judicial Prosecution Training

Planned activity number: AL-2021-41-00-00

Planned Activity Description

This project provides funding using the mini-grant agreement process for judicial training opportunities. Grants are to the Nebraska Supreme Court’s Judicial Branch Education Division to bring faculty from the National Judicial College (NJC) to Nebraska to provide traffic-related training to Nebraska or to send judges to the College and to bring presenters to the annual judge’s conference. Expenditures may include fees for the NJC and expenses related to the individual judges attending the training. Additional awards for other judicial training are encouraged.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$20,000.00	\$5,000.00	\$15,000.00

Planned Activity: DRE/ARIDE Training and Recertification

Planned activity number: FDMATR-2021-04-00-00

Planned Activity Description

This grant provides funding to the HSO to administer the Drug Evaluation and Classification Program (DECP) and provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to increase law enforcements’ ability to detect drug-impaired drivers on Nebraska’s roadways and assist in reducing

motor vehicle fatal and injury crashes. This project will provide training for law enforcement officers to become Drug Recognition Experts (DRE), provide annual in-service training for Nebraska’s DREs and prosecutors, provide funding assistance for Nebraska’s DREs and prosecutors to attend the international DECP conference on impaired driving and support ARIDE training statewide.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 405D	Impaired Driving	\$75,000.00	\$18,750.00	\$0.00

Planned Activity: NE State Patrol Toxicology Services

Planned activity number: M5OT-2021-11-00-00

Planned Activity Description

Funding is provided for one full time forensic scientist at the Nebraska State Patrol Crime Laboratory (NSPCL) in the Toxicology Section. This project focuses on providing timely toxicology results for prosecution of Driving Under the Influence of Drug cases in Nebraska. The NSPCL provides toxicological testing for all Nebraska law enforcement agencies for drug impaired driving. The number of days to complete analysis must allow sufficient time for prosecutors to file charges.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 405D	Impaired Driving	\$83,850.00	\$20,962.50	\$0.00

Planned Activity: Special Enforcement Mini-Grants

Planned activity number: M5X-2021-07-00-00

Planned Activity Description

This grant provides funding to the HSO to use the mini-grant agreement process for special alcohol enforcement operations targeting underage drinking and multiple offenders which may also coincide with state and national impaired driving crackdowns. Participating state and local law enforcement agencies will be provided funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 405D	Impaired Driving	\$10,000.00	\$4,000.00	\$0.00

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

Nebraska Occupant Protection Plan

How Significant is the Problem?

On Nebraska roadways, there were 645 unbelted vehicle occupant fatalities during 2015-2019, which is an average of 129 fatalities per year. This accounts for 55% of all traffic fatalities during the five-year period and approximately 68% of all vehicle occupant fatalities.

During 2014-2019, reported safety belt usage in Nebraska had a range of 79.0% in 2014, 79.6% in 2015, 83.3% in 2016, 85.9% in 2017, 85.5% in 2018 and 79.7% in 2019.

In 2018, the annual seat belt observation, of children observed 97.3% (urban counties) were in child safety seat/booster seats and 97.6% (rural) were in child safety seat/booster seats.

Of those observed in safety seat/ booster seats, 95% were in the rear seat of the vehicles observed and 5% were in the front seat. Of the small number of children not in safety seat/booster seats, 16.7% were in front seats; 2.4% in rural counties were not in safety seat/booster seats and 2.7% in urban counties.

What is the Nebraska Target?

To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 1 percent from 97 (5 year rolling average in 2014-2018) to 101, by December 31, 2021.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 5.1 percentage points from the 2019 calendar year usage rate 79.7 percent to 83.8 percent by December 31, 2021.

Countermeasure Strategy

Nebraska will implement data-driven programs to improve seat belt use and child restraint use for the following at-risk populations: drivers on rural roadways and unrestrained nighttime drivers.

Evidence-Based Traffic Safety Enforcement Program (TSEP) will be utilized.

Conditions and Factors:

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads. The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 55 fatalities reported in 2017 and 94% (47) were unbelted vehicle occupant fatalities.

Location: Nighttime Injuries (A)

Age Group	Killed	Used	Not Used
<15	8	7	1
15-19	48	17	31
20-24	64	15	49
25-34	67	20	47
35-44	55	29	26
45-54	43	20	23
55-64	28	15	13
65-74	18	10	8
>75	6	3	3
Total	337	136	201 (59.6%)

*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

Location: Nighttime Fatal

Age Group	Killed	Used	Not Used
<15	1	1	0
15-19	8	1	7
20-24	10	1	9
25-34	18	3	15
35-44	3	2	1
45-54	11	1	10
55-64	8	5	3
65-74	3	0	3
>75	2	2	0
Total	64	16	48 (75%)

*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

Location: Rural Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	6	0	6
20-24	5	1	4
25-34	11	3	8
35-44	2	2	0
45-54	10	1	9
55-64	7	5	2
65-74	3	0	3
>75	2	2	0
Total	46	14	32 (69.5%)

*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

Location: Urban Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	1	1	0
15-19	2	1	1
20-24	5	0	5
25-34	7	0	7
35-44	1	0	1
45-54	1	0	1
55-64	1	0	1
65-74	0	0	0
>75	0	0	0
Total	18	2	16 (88.9%)

*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

Nebraska had 337 Nighttime, Injury A accidents and 201 (59.6%) were not using occupant restraints at the time of the crash.

There were 64 nighttime fatalities (6 PM – 6 AM) and 46 (72%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019 data source.

Rural nighttime fatalities show that 46 individuals were killed and 32 (69.5%) were unrestrained.

Urban nighttime fatalities indicate that there were 18 individuals killed and 16 (88.9%) were unrestrained.

Child Passenger Safety Program

Nebraska's comprehensive program is supported through education and outreach as follows:

The Nebraska Department of Transportation Highway Safety Office (HSO) will carry out four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 50 (*COVID19 Restrictions on class size*) new CPST's. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST's and instructors to attend and receive continuing education units to maintain certification. HSO, working with Safe Kids and DHHS, will provide six WebEx learning sessions throughout the year (*October 1 – September 30, 2021*) to allow for those with restricted travel, due to COVID19, to receive additional CEU's.

The state will support approximately 19 inspection stations across the state and add one additional station (Platte County) in FY2021 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations will receive information, social media and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday.

The HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 23 Priority Counties.

Urban Population

HSO will support 24 inspection station events, in metro areas, and reach approximately 600 parents/caregivers and/or guardians.

HSO will support another 20 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2021 and continued education and outreach regarding the new child safety seat law that became effective January 2019.

Rural Population

HSO will support 228 inspection station events, in our rural counties, and reach approximately 800 parents/caregivers and/or guardians.

HSO will support another 100 community check events that will reach approximately 1,200 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2021 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 750,000 Nebraskans (earned, paid and social media avenues).

At-Risk Population (Rural and Nighttime)

1. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 44% (70). Rural unbelted vehicle occupant fatalities (70) accounted for approximately 44% of the 158 rural fatalities in 2019.
2. The urban traffic crashes accounted for 20% (38) of the unbelted vehicle occupant fatalities.
3. There were 64 nighttime fatalities (6 PM – 6 AM) and 46 (69%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019 data source.
4. Rural nighttime fatalities show that 46 individuals were killed and 22 (69.5%) were unrestrained.
5. Urban nighttime fatalities indicate that there were 18 individuals killed and 16 (88.9%) were unrestrained.

HSO will serve the “rural at-risk” at population through 182 inspection station events (80% rural) and 100 check events (75% rural).

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2021 and continued education and outreach regarding the new child safety

seat law that became effective January 2019. It is estimated that the campaign will reach approximately 750,000 “at-risk” Nebraska families.

Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations (Day and Night)
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program (Inspection Stations and Checkup Events)
- Child Passenger Safety Update for CPST’s (April 2021)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat

Nebraska Planned Participation in the Click It or Ticket National Mobilization

- Nebraska will participate in the CIOT national mobilization in FY2021. The HSO generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period (60% of funding to support nighttime enforcement activity). In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.
- In addition to the expected earned media generated by the mobilization activity, beginning May 2021 the HSO will conduct a paid media campaign for CIOT that will support the state’s designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carry out pre and post-paid media.
- Furthermore, the nationally designated CIOT enforcement period of May 2021, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2021 Thanksgiving CIOT campaign will run November 2020, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations (60% of funding to support nighttime enforcement).
- Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2020 (60% of funding to support nighttime enforcement).

Communication Campaign (paid, earned and social media)

The HSO uses an extensive combination of electronic, print, and non-traditional methods of earned, paid and social media to reach statewide but targeting the high-risk group, primarily males ages 16 – 34, with safety belt messages. With only one state university, we use the University of Nebraska sports marketing as one of the best venues to reach the Nebraska resident audience. In addition, the HSO utilizes other sports marketing opportunities (baseball, arena football, and hockey). Secondary target audience are those using car safety seats, the inspection stations and/or community check events to ensure proper use and installation of child safety seats and occupant restraints all ages. The HSO provides grant funding to other partners (safety councils, Brain Injury Alliance of Nebraska, community service organizations, local public health departments, hospitals and high schools) to aid in promoting seat belt use (all ages and every seating position) messaging. The HSO will support Child Passenger Safety Awareness month and work to educate parents, caregivers and the public to promote child safety in the community. Keeping children safe extends past car seats, but the Seat Check Saturday provides a unique opportunity to work with technicians, the public and community members to increase awareness.

Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November), the HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 23 Priority Counties (see above-page 8) FY2021 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

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

405(b) Occupant Protection Grant

Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2021. The HSO generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol with priority given to the 23 priority counties (page 8) that account of 84% of fatal and serious injury crashes. Nemaha County is added to the priority counties for Click It or Ticket Mobilization and all occupant protection activity because 100% of fatal and serious injuries were unrestrained. This makes the total of 70.2% of all Nebraska unrestrained fatalities are included in these counties. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement

operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

Child restraint inspection stations

Nebraska Child Passenger Inspection Stations Counties Served by Population Total					
	County	Population		County	Population
1	Adams	31,363	28	Jefferson	7,046
2	Antelope	6,298	29	Kearney	6,495
3	Boone	5,192	30	Keith	8,034
4	Box Butte	10,783	31	Lancaster	319,090
5	Boyd	1,919	32	Lincoln	34,914
6	Buffalo	49,659	33	Logan	748
7	Burt	6,459	34	Madison	35,099
8	Butler	8,016	35	Merrick	7,755
9	Cass	26,248	36	Morrill	4,642
10	Clay	6,203	37	Nance	3,519
11	Colfax	10,709	38	Nuckolls	4,148
12	Cuming	8,846	39	Phelps	9,034
13	Dawes	8,589	40	Pierce	7,148
14	Dawson	23,595	41	Polk	5,213
15	Dodge	36,595	42	Rock	1,357
16	Douglas	571,327	43	Sarpy	187,196
17	Fillmore	5,462	44	Saunders	21,578
18	Franklin	2,979	45	Seward	17,284
19	Frontier	2,627	46	Sheridan	5,246
20	Furnas	4,676	47	Sioux	1,166
21	Gage	21,513	48	Stanton	5,920
22	Gosper	1,990	49	Thayer	5,003
23	Greely	2,356	50	Thurston	7,224
24	Hall	61,353	51	Washington	20,729
25	Hamilton	9,324	52	Wayne	9,385
26	Harlan	3,380	53	Webster	3,487
27	Holt	10,067	54	York	13,679
		TOTAL			1,721,821
Total State Population					
	Total State Population				1,934,408
	Percent of Counties Represented				89%

Source: Population Estimate as of July 1, 2019, U.S. Census Bureau, 2019

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training
- Occupant Protection Public Information and Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 164

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 850,000

Populations served - rural: 1,058,000

Populations served - at risk: 650,000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

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

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training

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

Estimated total number of classes: 5

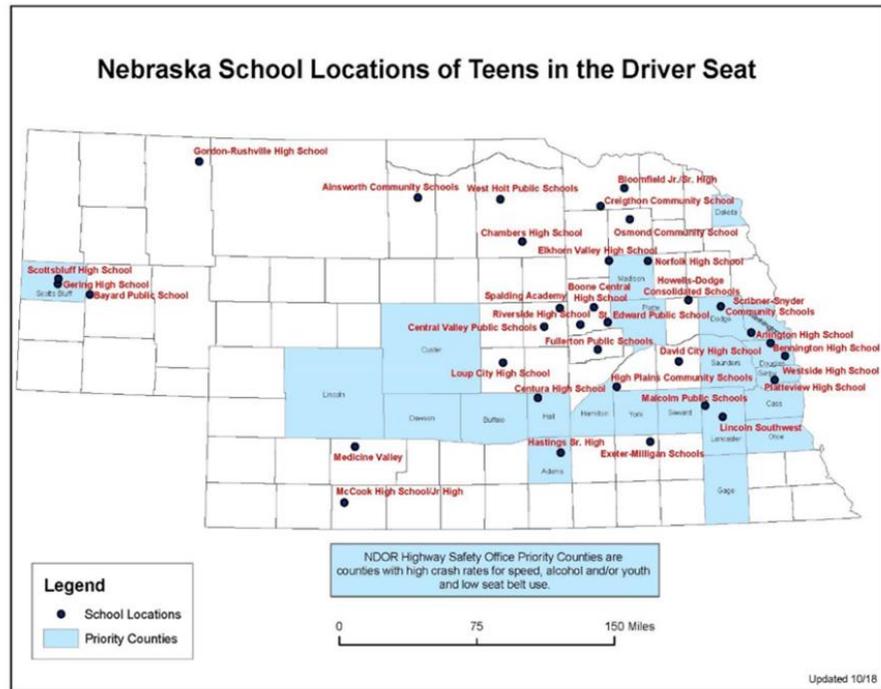
Estimated total number of technicians: 50

Drive Smart Nebraska ad hoc Work Group

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

Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, nighttime driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 42 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.



Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity number: M2CSS-2021-12-00-00

Planned Activity Description

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety (CPS) inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats and recalled seats. Every inspection station uses at least one nationally certified Child Passenger Safety technician and/or instructor. The funds provide child safety seats for rural and low-income parents/care givers. Child safety seats will support local inspection stations checkup events and drop in services (inspection for properly installed CSS, information on the new law and check for expired or recall issues) for the public.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$30,000.00	\$7,500.00	\$0.00

Planned Activity: Child Passenger Safety Training

Planned activity number: M2TR-2020-09-00-00

Planned Activity Description

Grant funding provided to the HSO will provide training, along with resources and CEU’s, to Child Passenger Safety (CPS) instructors and technicians. CPS technicians/instructors will provide enhanced training and offer parent education (i.e., mailings, brochures, posters, newsletters and LATCH Manuals) at the local level. Provide funding to support inspection stations across the state through increased capacity of CPS technicians, while maintaining an above average recertification rate. Provide for assistance, through the mini-grant process, to increase/maintain inspection stations and ensure there is always access to child safety seats for rural and low-income parents/caregivers. *With COVID19 CPS technicians are using iPads to support seat checks & training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low Training (FAST)	\$95,000.00	\$23,750.00	\$0.00

Planned Activity: Occupant Protection High-Visibility Enforcement

Planned activity number: M2HVE-2021-14-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies receive funding assistance for overtime salaries with the enforcement split daytime (40%) and nighttime (60%).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low HVE (FAST)	\$200,000.00	\$50,000.00	\$0.00

Planned Activity: Occupant Protection Information System

Planned activity number: M2OP-2021-13-00-00

Planned Activity Description

This project will provide funding through the mini-grant process to contract with an experienced survey firm to conduct a statewide scientific and statistically valid observed safety belt and child restraint survey. This is to establish an annual baseline for measurement in changes of occupant restraint use. Funding is to support educational activities; that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) with the use of the NSP Community Service

Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues with priority given to the 23 priority counties (page 8) to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Information System (FAST)	Low OP	\$100,000.00	\$25,000.00	\$0.00

Planned Activity: Occupant Protection Overtime Enforcement

Planned activity number: OP-2021-05-00-00

Planned Activity Description

Funding to state and local law enforcement agencies with priority given to the 23 priority counties (page 8) and Nemaha County through the mini-grant agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies will receive funding assistance for overtime salaries with the enforcement split daytime (40%) and nighttime (60%).

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)		\$200,000.00	\$50,000.00	\$150,000.00

Planned Activity: Road Safety – Employers & Employees Education

Planned activity number: OP-2021-37-00-00

Planned Activity Description

Nebraska Safety Council will work with employers in the targeted counties to teach them how to develop and implement a road safety program for their organization and increase employees' knowledge of traffic safety to utilize off-the-job for themselves and their family members.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)		\$96,375.00	\$24,094.00	\$96,375.00

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distract driving media campaigns throughout the fiscal year.

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

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective overtime enforcement to conduct special distracted driving enforcement operations targeting drivers that are driving distracted, including but not limited to texting and driving and use of electronic communication device by a teen driver operating a vehicle while holding a provisional operator permit. Participating agencies will receive funding assistance for overtime salaries.

Planned Activity: Employer Distracted Driving Education Campaign

Planned activity number: IS-2021-38-00-00

Planned Activity Description

The National Safety Council, Nebraska, is implementing an Employer Distracted Driving Education Campaign providing education and awareness in five identified target counties to achieve decrease distracted driving, of all forms including using mobile devices in the car. This work will be achieved through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to decrease distracted driving crashes due to inattention and work to increase occupant restraint use and decrease distracted driving. NSCN will provide technical support for best practice policies to address positive driver behavior in the work force, employee families, high schools (faculty, students, and parents) and the community.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$90,000.00	\$22,500.00	\$90,000.00

Program Area: Police Traffic Services

Project Safety Impacts

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement technics that meet the statutory requirements for the necessary

prosecution and adjudication. This program supports our annual traffic safety enforcement plan and provides funding to reduce traffic fatalities and serious injuries.

Planned Activity: Traffic Law Enforcement

Planned activity number: PT-2021-26-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$139,644.00	\$34,911.00	\$0.00

Planned Activity: Traffic Selective Overtime Enforcement

Planned activity number: PT-2021-27-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the 23 priority counties (see page 8). Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$235,000.00	\$58,750.00	\$188,000.00

Planned Activity: Sarpy County Traffic Safety Task Force

Planned activity number: PT-2021-28-00-00

Planned Activity Description

Funding is for the Traffic Safety Task Force brings together four (4) law enforcement agencies in Sarpy County to include; the Sarpy County Sheriff’s Office, and the police departments of Bellevue, Papillion,

and La Vista, in an effort to increase enforcement in areas where traffic is highest or where problems have been identified by crash data, citizens, or law enforcement, without decreasing uniformed patrol levels. In addition to regular traffic enforcement activities, the Task Force will be available for increased enforcement to reduce the number of fatal and injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$100,000.00

Planned Activity: Law Enforcement Liaison (LEL)

Planned activity number: PT-2021-42-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$80,000.00	\$20,000.00	\$0.00

Program Area: Racial Profiling Data Collection

Project Safety Impacts

The HSO will provide funding to the Nebraska Crime Commission to be used for local law enforcement agencies training, technical assistance, equipment, and software to ensure accurate and prompt reporting of required traffic stop data.

Planned Activity: Improving Data Collection Methods and Reporting

Planned activity number: F1906CMD-2021-01-00-00

Planned Activity Description

Grant funding for providing local law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection, efficiency, and prompt reporting of the required traffic stop data.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 1906 Prohibit Racial Profiling	1906	Collecting and Maintaining Data	\$350,000.00	\$87,500.00	\$0.00

Planned Activity: Review and Analysis of Collected Data

Planned activity number: F1906ER-2021-02-00-00

Planned Activity Description

Funding to provide increased support for the review and analysis of annual traffic stop data with special emphasis on federal highway safety funded enforcement operations.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 1906 Prohibit Racial Profiling	1906	Evaluating Results	\$30,000.00	\$7,500.00	\$0.00

Program Area: Speed Management

Project Safety Impacts

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties (see page 8).

Planned Activity: Speed Program Coordination

Planned activity number: SC-2021-32-00-00

Planned Activity Description

Grant funding for the HSO for basic Traffic Safety Specialists staff costs; to include personal services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 402 NHTSA	Speed (FAST)	Control	\$10,000.00	\$2,500.00	\$0.00

Planned Activity: Speed Selective Overtime Enforcement

Planned activity number: SE-2021-33-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective speed overtime enforcement requiring daytime and nighttime enforcement. Preference is for the priority counties (see page 8). Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes. Participating agencies receive funding assistance for overtime salaries. Agencies may include enforcement equipment to enhance their ability to collect speeding offender evidence in the enforcement of the posted speed limits at high crash locations. Completion of training to use the equipment in special enforcement operations is required. High speed-related crash counties are the first priority.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Enforcement (FAST)	\$160,000.00	\$40,000.00	\$135,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

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 alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. 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. Local agencies in counties not within the 23 priority counties (see page 8) may be considered for grant funding if data and information is able to justify a critical need and funding is available.
- The problems identified, utilized by the HSO, are 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 breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.
- Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing

initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>

- The TSEP program utilizes selective overtime enforcement mini-grants for law enforcement agencies to carry out planned activity in the priority counties (see page 8). 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. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Nebraska law enforcement agencies planning to participate in conducting selective overtime enforcement during the FY2021 fiscal year.

Adams County Sheriff's Office	Dodge/Snyder Police Department	Lexington Police Department	Ravenna Police Department
Albion Police Department	Douglas County Sheriff's Office	Lincoln County Sheriff's Office	Red Willow County Sheriff's Office
Alliance Police Department	Dundy County Sheriff's Office	Lincoln Police Department	Richardson County Sheriff's Office
Antelope County Sheriff's Office	Emerson Police Department	Logan County Sheriff's Office	Rock County Sheriff's Office
Arthur County Sheriff's Office	Ewing Police Department	Loomis Police Department	Saline County Sheriff's Office
Ashland Police Department	Exeter Police Department	Loup County Sheriff's Office	Santee Police Department
Atkinson Police Department	Fairmont Police Department	Lyman Police Department	Sargent Police Department
Aurora Police Department	Falls City Police Department	Lyons Police Department	Sarpy County Sheriff's Office
Bancroft Police Department	Fillmore County Sheriff's Office	Madison County Sheriff's Office	Saunders County Sheriff's Office
Banner County Sheriff's Office	Franklin County Sheriff's Office	Madison Police Department	Schuyler Police Department
Battle Creek Police Department	Franklin Police Department	McCook Police Department	Scotts Bluff County Sheriff's Office
Bayard Police Department	Fremont Police Department	McPherson County Sheriff's Office	Scottsbluff Police Department
Beatrice Police Department	Friend Police Department	Mead Police Department	Scribner Police Department
Beemer Police Department	Frontier County Sheriff's Office	Meadow Grove Police Department	Seward County Sheriff's Office
Bellevue Police Department	Furnas County Sheriff's Office	Merrick County Sheriff's Office	Seward Police Department
Bennington Police Department	Gage County Sheriff's Office	Metropolitan Comm College PD	Shelton Police Department
Blaine County Sheriff's Office	Garden County Sheriff's Office	Milford Police Department	Sheridan County Sheriff's Office
Blair Police Department	Garfield County Sheriff's Office	Minatare Police Department	Sherman County Sheriff's Office
Boone County Sheriff's Office	Gering Police Department	Minden Police Department	Sidney Police Department
Box Butte County Sheriff's Office	Gordon Police Department	Mitchell Police Department	Sioux County Sheriff's Office
Boyd County Sheriff's Office	Gosper County Sheriff's Office	Morrill County Sheriff's Office	South Sioux City Police Department
Boys Town Police Department	Gothenburg Police Department	Morrill Police Department	Spalding Police Department
Broken Bow Police Department	Grand Island Police Department	Nance County Sheriff's Office	St. Edward Police Department
Brown County Sheriff's Office	Grant County Sheriff's Office	Nebraska City Police Department	St. Paul Police Department
Buffalo County Sheriff's Office	Greeley County Sheriff's Office	Neligh Police Department	Stanton County Sheriff's Office
Burt County Sheriff's Office	Hall County Sheriff's Office	Nemaha County Sheriff's Office	Superior Police Department
Burwell Police Department	Hamilton County Sheriff's Office	Newcastle Police Department	Sutton Police Department
Butler County Sheriff's Office	Harlan County Sheriff's Office	Newman Grove Police Department	Tekamah Police Department
Cass County Sheriff's Office	Harvard Police Department	Niobrara Police Department	Thayer County Sheriff's Office
Cedar Bluffs Police Department	Hastings Police Department	Norfolk Police Division	Thomas County Sheriff's Office
Cedar County Sheriff's Office	Hayes County Sheriff's Office	North Platte Police Department	Thurston County Sheriff's Office
Central City Police Department	Hemingford Police Department	Nuckolls County Sheriff's Office	Tilden Police Department
Ceresco Police Department	Henderson Police Department	Oakland Police Department	UN Kearney-Public Safety
Chadron Police Department	Hildreth Police Department	Odell Police Department	UN Lincoln Police Department
Chase County Sheriff's Office	Hitchcock County Sheriff's Office	Ogallala Police Department	UN Omaha Police Department
Cherry County Sheriff's Office	Holdrege Police Department	Omaha Nation Law Enforcement	Valentine Police Department
Cheyenne County Sheriff's Office	Holt County Sheriff's Office	Omaha Police Department	Valley County Sheriff's Office
Clarkson Police Department	Hooker County Sheriff's Office	O'Neill Police Department	Valley Police Department
Clay Center Police Department	Hooper/Uehling Police Department	Ord Police Department	Verdigre Police Department
Clay County Sheriff's Office	Howard County Sheriff's Office	Osmond Police Department	Wahoo Police Department
Coleridge Police Department	Howells Police Department	Otoe County Sheriff's Office	Walthill Police Department
Colfax County Sheriff's Office	Humphrey Police Department	Papillion Police Department	Washington County Sheriff's Office
Columbus Police Department	Imperial Police Department	Pawnee County Sheriff's Office	Waterloo Police Department
Cozad Police Department	Jefferson County Sheriff's Office	Pender Police Department	Wausa Marshal's Office
Creighton Police Department	Johnson County Sheriff's Office	Perkins County Sheriff's Office	Wayne County Sheriff's Office
Crete Police Department	Kearney County Sheriff's Office	Phelps County Sheriff's Office	Wayne Police Department
Crofton Police Department	Kearney Police Department	Pierce County Sheriff's Office	Webster County Sheriff's Office
Culbertson Police Department	Keith County Sheriff's Office	Pierce Police Department	West Point Police Department
Cuming County Sheriff's Office	Keya Paha County Sheriff's Office	Plainview Police Department	Wheeler County Sheriff's Office
Custer County Sheriff's Office	Kimball County Sheriff's Office	Platte County Sheriff's Office	Winnebago Tribal Police Department
Dakota County Sheriff's Office	Kimball Police Department	Plattsmouth Police Department	Wisner Police Department
Dawes County Sheriff's Office	Knox County Sheriff's Office	Polk County Sheriff's Office	Wymore Police Department
Dawson County Sheriff's Office	La Vista Police Department	Polk Police Department	York County Sheriff's Office
Decatur Police Department	Lancaster County Sheriff's Office	Ponca Police Department	York Police Department
Deuel County Sheriff's Office	Laurel Police Department	Ralston Police Department	Yutan Police Department
Dixon County Sheriff's Office	Leigh Police Department	Randolph Police Department	Nebraska State Patrol
Dodge County Sheriff's Office			

Nebraska 23 Priority Counties Areas of Highest Risk / HVE - 2019

Counties	Crashes	Crash Fatalities	Injuries
ADAMS	125	3	193
BUFFALO	325	3	460
CASS	116	7	171
COLFAX	42	2	62
DAWES	35	1	51
DODGE	258	5	382
DOUGLAS	4,357	36	6,073
GAGE	105	2	154
HALL	411	8	581
LANCASTER	2500	24	3673
LINCOLN	243	7	360
MADISON	195	6	274
MERRICK	30	2	40
PHELPS	42	1	64
PLATTE	186	5	261
SALINE	49	3	68
SARPY	838	15	1235
SAUNDERS	75	4	106
SCOTTS BLUFF	226	3	315
SEWARD	103	4	147
SHERIDAN	15	0	27
WAYNE	36	1	50
YORK	95	1	130

Effectiveness Monitoring

The HSO monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement claims where adjustments may be considered. Citations issued per hours worked rate is reviewed to determine if future awards will be considered. Modification to the enforcement plan are made, if necessary, throughout the year. The HSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a routine basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

High-visibility enforcement (HVE) strategies

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

- Alcohol Public Information & Education
- Occupant Protection Public Information & Education
- Speed Public Information & Education

Maintenance of Effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015. This document is on file at the HSO and available for review by NHTSA.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Seat belt enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

- Occupant Protection High-Visibility Enforcement
- Occupant Protection Overtime Enforcement
- Occupant Protection Public Information & Education
- Traffic Selective Overtime Enforcement

High risk population countermeasure programs

Planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

- Child Passenger Safety Training
- Identification and Surveillance
- Impaired Driving (Drug and Alcohol)
- Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/6/2020

<https://dot.nebraska.gov/media/7784/neocccprotassessmentreportpdf.pdf>

Program Area: Traffic Records

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

Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment completed in January 2016. The assessment is used as a guide for 405c project priorities both short and long term.

Planned Activity: Traffic Records Coordination / Training

Planned activity number: M3DA-2021-16-00-00

Planned Activity Description

Grant funding to the HSO for Traffic Safety Specialist staff time, travel, materials, and Traffic Records Coordinating Committee (TRCC) meetings/activities expenses. This also allows the HSO to use the mini-grant agreement process to support TRCC members and personnel to attend traffic records meetings and workshops that will aid in the continued Nebraska traffic records system development and implementation.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Program (FAST)	Data	\$40,000.00	\$10,000.00	\$0.00

Planned Activity: E-Citations and Traffic Records Improvement

Planned activity number: M3DA-2021-01-00-00

Planned Activity Description

Grant funding to the Nebraska Crime Commission to work with other state agencies (i.e. NDOT and DMV)) that deal directly with traffic records. This project is to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access, and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. Data system improvements planned by the Crime Commission are to expand the use of the e-Citations to other new law enforcement agencies, to implement changes in the Prosecutor Case management System, and for

County Attorneys to download and print citation images from NCJIS will eliminate the need for law enforcement manual citation process.

Funding Source ID	Eligible Funds	Use of Data	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Program (FAST)	Data	\$296,000.00	\$74,000.00	\$0.00

Planned Activity: Nebraska Crash Outcome Data Evaluation System

Planned activity number: M3DA-2021-14-00-00

Planned Activity Description

Grant funding to DHHS to create a CODES database linking four separate databases, 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 and projected costs of a crash.

Funding Source ID	Eligible Funds	Use of Data	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Program (FAST)	Data	\$171,208.00	\$42,802.00	\$0.00

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

Planned activity number: M3DA-2021-15-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) and Injury Related Hospital Discharge (E-Code) link to the Crash Outcome Data Evaluation System (CODES) database. Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), the Lincoln Fire and Rescue data-base, and the Omaha Fire and Rescue database. The target is to encourage EMS responders to transmit the EMS data electronically and to assess and improve the quality of the Nebraska EMS and E-Code data.

Funding Source ID	Eligible Funds	Use of Data	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Program (FAST)	Data	\$56,093.00	\$14,023.25	\$0.00

Planned Activity: Traffic Records

Planned activity number: TR-2021-30-00-00

Planned Activity Description

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident (Crash) Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. 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. It also provides the HSO with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic (FAST)	Records	\$65,000.00	\$16,250.00	\$0.00

Planned Activity: Nebraska State Patrol - TRACS

Planned activity number: TR-2021-31-00-00

Planned Activity Description

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and crash/citation reporting software. The funding is for salary and benefits associated with the IT Business Analysts position. The target of this project is to increase the number of Nebraska law enforcement agencies utilizing TraCS for electronic citation and crash forms.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic (FAST)	Records	\$59,416.00	\$14,854.00	\$0.00

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

- October 17, 2019
- January 16, 2020
- April 16, 2020
- July 16, 2020

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator:

Teri Mattran

Title of State's Traffic Records Coordinator:

Traffic Safety Specialist

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

List of TRCC members:

Nebraska Traffic Records Coordinating Committee			
System	Name	Agency	Title
Roadway	Anshasi, Abe	Federal Highway Administration	Division Safety and ITS Engineer
Driver/Vehicle	Beedle, Cathy	Department of Motor Vehicles	Registration Administrator
Citation/Adjudication	Bellefeuille, Stacy	Nebraska Crime Commission	Analyst
Injury Surveillance	Bietz, Jeanne	Department of Health and Human Services	Community Health Educator
Citation/ Adjudication	Buldoc, Colonel John	Nebraska State Patrol	Superintendent of Law Enforcement & Public Safety
Roadway	Butler, Don	Nebraska Department of Roads	Highway Safety Engineer
Citation/ Adjudication	Caha, Deb	Nebraska Crime Commission	IT Business Sys Analyst/Coord
NHTSA Region 7	Cannon, Sherri	National Highway Traffic Safety Administration	Regional Program Manager
Citation/Adjudication	Caradori, Sean	Nebraska State Patrol	State Patrol Captain
Citation/Adjudication	Christopherson, Christi	Administrative Office of the Courts	Trial Court Services Director
Vehicle	Crough, Tina	Nebraska Department of Motor Vehicles	Motor Vehicle Program Manager I
Citation/Adjudication	Doggett, Dan	State Patrol Lieutenant	State Patrol Lieutenant
Roadway	Dostal, Shane	Lincoln Public Works	
Citation/Adjudication	Fargen, Mike	Nebraska Crime Commission	IT Manager I, Information Services
Injury Surveillance	Fuller, Doug	Nebraska State Patrol	IT Business Systems Analyst, Public Health
Data User	Harris, Julie	Nebraska Bicycling Alliance	Executive Director
Data User	Henning, Lisa	Nebraska Safety Council	Executive Director
Driver/Vehicle	Johnson, Betty	Nebraska Department of Motor Vehicles	Mtr Veh Titles & Regis Admin
Citation/Adjudication	Jones, Eric	Nebraska State Patrol	Lieutenant
Injury Surveillance	Khattak, Aemal	University of Nebraska - Lincoln	Researcher
Citation/Adjudication	Kleinschmit, April	Nebraska State Patrol, Carrier Enforcement	IT Infrastructure Support Analyst/Senior
Data User	Koeppe, Eric	National Safety Council, Nebraska	President/CEO
Citation/Adjudication	Konfrst, Brenda	Nebraska State Patrol	Major
TRCC	Kovarik, Bill	NDOT Highway Safety Office	Administrator
Roadway	Kreher, Jared	NDOT	Engineer V
Citation/Adjudication	Krolikowski, Gerry	Nebraska State Patrol	Captain
Driver/Vehicle	Lackey, Ken	Nebraska Department of Motor Vehicles	Agency Legal Counsel
NOHS	Letcher, Paul	Nebraska Office of Highway Safety	Traffic Safety Specialist
Citation/Adjudication	Lucas, Charlie	Nebraska State Patrol	Application Developer
TRCC	Mattran, Teri	NDOT Highway Safety Office	Traffic Safety Specialist
EMS/Injury Surveillance	Medinger, Sue	Department of Health and Human Services	Administrator
Citation/Adjudication	Mize, Kimberly	Nebraska State Patrol	IT Business Systems Analyst
Roadway	Moy, Walter	NDOT - Intermodal Planning	Transportation Planner III
Citation/Adjudication	Neukirch, Chris	Nebraska State Patrol	IT Supervisor
Statewide Trauma Registrar	Ngochoch, Andrew	Department of Health and Human Services	Student Intern, Public Health
Driver/Vehicle	O'Rourke, Sara	Nebraska Department of Motor Vehicles	MV Drvr Lic Svs Admin
Crash	Owings, Sean	Nebraska Department of Roads	IT Business Systems Analyst/Coordinator
Citation/ Adjudication	Pelowski, Jeff	Nebraska State Patrol	Major
Roadway	Podany, Diane	Federal Highway Administration	State Program Manager
Injury Surveillance	Qu, Ming	Department of Health and Human Services	Administrator
Traffic Safety Specialist	Reynolds, Sim	Nebraska Office of Highway Safety	Traffic Safety Specialist
Injury Surveillance	Safranek, Tom	Department of Health and Human Services	Medical Epidemiologist
Roadway	Schoenmaker, David	NDOT - Intermodal Planning	Engineer IV
Roadway	Sindelar, Trevor	Nebraska Department of Roads	IT Business Systems Analyst
Citation/ Adjudication	Smith, Shane	Nebraska Supreme Court - Court Services	IT Business Systems Analyst
Citation/ Adjudication	Spanke, Monica	Nebraska State Patrol	IT Business Systems Analyst
Driver/Vehicle	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	MV Finan Resp Div Mgr
Roadway	Varilek, Brandon	NDOT - Roadway Asset Management	Section Head
Citation/ Adjudication	Velte, Sean	Nebraska State Patrol	Sgt
Citation/Adjudication	Vierk, Ed	Attorney General's Office	AAG-Dui Grant
Roadway	Waddle, Dan	Nebraska Department of Roads	Engineer VII
Citation/ Adjudication	Wagner, Sheriff Terry	Lancaster County Sheriff's Office	Sheriff
EMS/Injury Surveillance	Wilson, Tim	Department of Health and Human Services	DHHS Program Manager II
Driver/Vehicle	Wolfe, Lisa	Nebraska Department of Motor Vehicles	Administrative Assistant I
Revised 7-20-20			

Traffic Records System Assessment

NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (HSO) within the Nebraska Department of Transportation (NDOT) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment September 14, 2015 to January 5, 2016.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be February 2021 which will provide a benchmark for progress on the recommendations from the 2016 assessment.

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

Crash Records System

Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 4) NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system or other collection software database and into NDOT's database. Mike Fargen (see project 4)*

Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Sean Owings (see projects 5 and 7)*

Citation and Adjudication Records

Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS - Mike Fargen (see project 14).*

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data includes the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are actually filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

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

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

Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - Mike Fargen (see project 16).

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

Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Mike Fargen (see projects 11 and 12)

Traffic Records Coordinating Committee (TRCC)

Develop basic quality metrics for each system component and report on them regularly. *HSO – Teri Mattran (see project 18)*

Develop a traffic records inventory. *HSO – Teri Mattran (see project 17). The table has been created and coordination with data managers is in process.*

Develop data governance for all data systems. *HSO – Teri Mattran (see project 39)*

Driver Records

Record the adverse driver histories from previous states of record on non-commercial drivers as required for commercial driver records. DMV – Kathy Van Brocklin and Sara O'Rourke (see project 20) The American Association of Motor Vehicle Administrators is currently developing the state-to-state system (S2S) that will facilitate the electronic transfer of information between participating states, Nebraska implemented S2S 10-17-2016. Implementation went smoothly and all errors and issues have been resolved. As new states join S2S, duplicate resolution is required, and Nebraska has resolved all issues with all states at this time. Full compliance will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.

Vehicle Records

Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Kathy Van Brocklin, Sara O'Rourke and Betty Johnson (see projects 22, 23, and 26)

Nebraska Injury Surveillance System (NISS)

Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Minq Qu (see projects 27 - 31)

Roadway Information

Allow access to roadway data for consumption and updates. (project not implemented)

Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Brandon Varilek and Jared Kreher (see project 37)

Strategic Planning

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

Traffic Records Measurable Progress

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Driver's Electronic Crash Reporting System	Crash Records	Launched new system 6/15/2018. System is live and showing improvement in submission time.	Yes	7/24/20
2	Investigator's Electronic Crash Reporting System	Crash Records	Will launch with new database 1/1/2021.	Yes	7/24/20
3	PAR XSD Reporting System Upgrade	Crash Records	TLT working with TraCS. The new PAR MMUCC5 format will be the Investigator form used on 1/1/2021.	Yes	7/24/20
4	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/ Adjudication	All electronic agencies that will be using this reporting method will use the TLT to place the crash's location.	Yes	7/24/20
5	Improve the data quality control program for the Crash data system	Crash Records	This functionally is built into the new CID MMUCC 5 database and workflow. This will go on-line on 1/1/2021.	Yes	7/24/20

6	MMUCC Version 4.0 Compliant	Crash Records	Completed - MMUCC 5 Police Accident Report (PAR) was finalized. Will go on-line 1/1/21	Yes	7/24/20
7	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. Will go on-line 1/1/21	Yes	7/24/20
8	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting. Will go on-line 1/1/21	Yes	7/24/20
9	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems. Will to on-line 1/1/21	Future planned development	7/24/20
10	Crash report rejection/resubmission process	Crash Records	Define and implement process after new database in 2020. Will go on-line 1/1/21	Future planned development	7/24/20
11	Data Dictionary	Citation/ Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. eCitation data is validated during a testing phase when onboarding new LEA agencies onboard.	Yes	7/24/-20
12	Improve the data quality control program for the citation/adjudication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality. Live data outside of the test environment is validated per the Nebraska Supreme Court Uniform Form specifications. Non-Nebraska Supreme Court variables (i.e., lat/long) are also validated. Validation also includes contingency variables reviews. Amazingly, NCC sees only 3-4 citations with errors every quarter.	Yes	7/24/20
13	NIEM Guidelines	Citation/ Adjudication	Update to adhere for data transfer to the courts. With that being said, there are not currently any NIEM guidelines for eCitation in Nebraska.	Yes	7/24/20
14	Citation Tracking	Citation/ Adjudication	Track citations from point of issuance to posting on the driver file. NCC anticipates prosecutors to begin to use by EOY 2020.	Yes	7/24/20
15	Linkage	Citation/ Adjudication	Linked with driver, vehicle, crash	Yes	7/24/20

16	Establish a linked DUI system (MIDRIS)	Driver & Citation/ Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written. NCC will work with DMV to establish metric to ensure 100% linkage.	Yes	7/24/20
17	Develop Traffic Records Inventory	TRCC Management	Continue working with data administrators through conversions and upgrades to establish inventory during transitions.	Yes	7/15/20
18	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	7/15/20
19	Completed a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Yes	7/15/20
20	Record adverse driving histories for non-commercial	Driver	Nebraska has resolved all issues with states, currently waiting for Oregon's list of possible duplicates matches with Nebraska. Currently 29 states have implemented S2S. S2S Working Group along with AAMVA currently is working on a S2S enhancement to allow convictions and withdrawals to be exchanged electronically among member states for all non cdl drivers. Another enhancement is to allow for a "no credential pointer" for those drivers that have not been issued a document but have been convicted of serious PDPS violations. Also preparing documentation for "Best Practices" for new state participants.	Yes	7/15/20
21	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	7/17/20
22	Create a data dictionary	Driver	VTR modernization is complete.		7/17/20
23	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality		7/17/20
24	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration		7/15/20
25	Create workflow documentation	Vehicle	Include NMVTIS. Upgrading to new system 10/15/19.	Yes	1/10/19

26	Create System Performance Measures	Vehicle	Establish timeliness, accuracy, completeness, uniformity, integration and accessibility with new system 10/15/19.	Yes	1/10/19
27	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	Completed the Nebraska 2019 EMS Date Summary Report Supplementary results (for internal use only) to help EMS facilities improve their timeliness of the data.	Yes	4/11/20
28	Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data	EMS/Injury Surveillance	DHHS purchased and has access an EMS Data Repository that is complete access to all EMS data and is current as of three to four hours.	Yes	4/11/20
29	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	The E-code 2018 annual quality report has been completed and sent to all hospitals.	Yes	5/29/20
30	Create a data dictionary	EMS/Injury Surveillance	Completed the Nebraska 2019 EMS Date Summary Report Supplementary results (for internal use only) to help EMS facilities improve their timeliness of the data.	Yes	4/11/20
31	Create System Performance Measures	EMS/Injury Surveillance	Completed the Nebraska 2019 EMS Data Summary Report. Started to work on the Nebraska First half year of 2020 EMS Data Summary Report.	Yes	7/1/20
32	Interfaces/linkage	EMS/Injury Surveillance	EMS data has been tested to be sent to NEHII and initial testing has been successful. Currently developing plan to bring on more services to send data with the NEHII requirements.		7/15/20
33	Include rehabilitation data	EMS/Injury Surveillance	As of July 2020, the Trauma Regulations are going to a third hearing and then through the remaining approvals. This will include updates for Rehab and Burn centers data collection requirements.	Yes	7/15/20
34	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Due to changes of data collection standard for EMS data (NEMSIS) and Hospital Discharge Data (ICD-10-CM), there is limited work has been done for this project to track	Yes	7/15/20

			severity of injuries in MVC. We will have to continue to modify and finalize our analytic programs in corresponding to these changes.		
35	Allow access to data	Roadway	Allow access for consumption and updates. Complete		7/16/20
36	Collect all MIRE data	Roadway	Include a process for updating and adding data. Complete	Yes	7/16/20
37	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	7/16/20
38	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components. TRCC meets quarterly to review and update progress towards total integration.	Yes	7/15/20
39	Develop Data Governance	All Data Systems	Overall management of the availability, usability, integrity, & security of the data	Yes	7/15/20
40	Highway Safety Information System Database Rewrite	Crash Records	This functionally is built into the new CID MMUCC 5 database and workflow. This will go on-line on 1/1/2021	Yes	7/24/20

**FAST Act SECTION 405c
INTERIM PROGRESS REPORTING (FY 2021)**

State: Nebraska Report Date: 7/28/2020 Submitted by: **William Kovarik**

System to be Impacted (pick one area)	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY
Performance Area(s) to be Impacted (pick one area)	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure An E-NDOT41 system (Electronic Driver’s Reporting System) was created to capture the state statute mandatory driver’s report. This driver’s report is used in validating the date of the crash, driver’s insurance information, crash location, the spelling of an occupant’s name, and in limited cases; vehicle damages. The objectives of this project were threefold. First, since the reporting would be done electronically at the source – driver – the electronic system could ensure that the data being entered was accurate, from the driver’s perspective, while also ensuring that the driver could only select from a predetermined list of dropdown values. (The paper form allows fields to be left blank or anything can be written into the spaces provided.) Second, electronic submittal of the driver’s crash report would reduce the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Thirdly, taking the data from the source and making some fields mandatory NDOT ensures that the form is complete before submittal of the driver’s crash reports. This greatly improves the accuracy and completeness of the form.
Is project included in the Traffic Records Strategic Plan?	Yes If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State’s FY21 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - No Same Measure as FY20 Yes If yes, is the State using the same data set, with the same time period to demonstrate progress? No
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) The NDOT target is to convert paper driver’s reports to electronic reports to decrease the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Additional improvements will be expected as well by improving the accuracy of the data and completeness of the data by making some fields mandatory and having the information submitted from the original source. The NDOT plans to have the majority of all driver’s reports submitted electronically within five years.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method Total Driver Reports Received: A query was run against the E-NDOT41 system (Electronic Driver’s Reporting System) to gather the total number of reports successfully processed and transmitted to NDOT over the baseline period - April 1, 2018, thru March 31, 2019. The total number of driver reports received over the same study period was calculated by summing the total reports received from April 1, 2018, thru March 31, 2019. To measure ongoing improvement a new query was run from April 1, 2019 thru March 31, 2020. Simple division was done: Total E-

	<p>NDOT41/Total # Driver Reports = % of electronic reports received against the total reports received.</p> <p>Timeliness: Baseline: 15.07 days After: 12.37 days, an improvement of 17.92%. The date of the crash was subtracted from the date report received to determine the total days between the two periods.</p>
<p>Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2018, e.g., April 1, 2018 – March 31, 2019)</p>	<p>Before: April 1, 2018 thru March 31, 2019 NDOT received 34,241 Driver’s Reports.</p> <p>The date of the crash was subtracted from the date report received to determine the total days between the two periods. All paper and electronic reports are included in analysis.</p> <p>Before: 15.07 days between date of crash and time report received</p>  <p>405c IPR Form for FY-21.xlsx</p> <p>Is supporting documentation attached? Yes</p>
<p>Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2019, e.g., April 1, 2019-March 31, 2020)</p>	<p>After: April 1, 2019 thru March 31, 2020 NDOT received 46,664 Driver’s Reports.</p> <p>The date of the crash was subtracted from the date report received to determine the total days between the two periods. All paper and electronic reports are included in analysis.</p> <p>After: 12.37 days,</p> <p>$(15.07 \text{ before} - 12.37 \text{ after}) / 15.07 * 100 = 17.92 \text{ percent (change) improvement}$</p>  <p>405c IPR Form for FY-21.xlsx</p> <p>Is supporting documentation attached? Yes</p>
<p>Regional Program Manager Conclusion and Comments Review Date: 7/28/2020</p>	<p>RPMs Aaron Bartlett and Sherri Cannon have reviewed the IPR and supporting data and feel the project demonstrates progress.</p>
<p>RA Comments: Susan DeCourcy Review Date: 7/28/2020</p>	<p>After review of the IPR and attached documentation, I concur that the project demonstrates progress with electronic reporting, electronic submission and requiring some fields be mandatory to ensure the form is complete before submittal of the driver’s crash reports.</p>

State traffic records strategic plan

The strategic plan, approved by the TRCC; (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the state intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the state does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Supporting Document

- Nebraska Traffic Records System Plan - 2015-2020:
<https://dot.nebraska.gov/media/10928/nebraska-traffic-records-system-plan.pdf>

Planned activities that implement recommendations:

- E-Citations and Traffic Records Improvement
- Improving Data Collection Methods and Reporting
- Nebraska Crash Outcome Data Evaluation System
- Nebraska EMS/E-code Data Quality Assessment and Improvement
- Nebraska State Patrol - TRACS
- Review and Analysis of Collected Data
- Traffic Records
- Traffic Records Coordination / Training

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 1/4/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. This document is on file at the HSO and available for review by NHTSA.

Program Area: Motorcycle Safety

Planned Activity: Motorcycle Training Assistance

Planned activity number: M9MT-2021-02-00-00

Planned Activity Description

Grant provides funding for HSO for motorcycle training assistance using the mini-grant agreement process to state agencies and local entities to support/enhance motorcycle rider/instructor training.

Motorcycle Safety Education

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

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

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the DMV approved beginning/experienced rider course providers from the Nebraska Motorcycle Safety Education Sponsor list.

The NDOT-Highway Safety Office (HSO) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the HSO provides support for the cost of training and updates of designated Nebraska instructor trainers.

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

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

Nebraska Motorcycle Rider Training

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2021, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

July 2019 – July 2020 Course Schedule

Adams County Central Community College - Hastings									
2019	7/18-19	7/25-26	8/1-2	8/22-23	8/29-30	9/26-27	10/3-4		
2020	3/28-29	4/18-19	4/25-26	5/30-31	6/6-7	6/20-21	6/27-28		
Buffalo County Nebraska Safety Center- University of Nebraska - Kearney									
2019	7/13-14	7/27-28	8/10-11	8/24-25	9/7-8	9/21-22			
2020	4/4-5	4/25-26	5/9-10	5/30-31	6/6-7	6/13-14	6/27-28		
Dakota County Western Iowa Motorcycle Training, LLC									
2019	7/13-14	7/20-21	7/27-28	8/3-4					
2020	6/5-7	6/13-15	6/19-21	6/26-27					
Douglas County – Dillion Brothers Harley-Davidson - Omaha									
2019	7/1-2	7/6-7	7-9-11	7/9-11	7/9/-14	7/16-18	7/23-28	8/1-4	8/6-8
	8/8-11	8/13-18	8/20-24	9-10-15	9/17-21	9/24	9/24-28	10/1-6	10/8-13
2020	3/31-4/2-5	4/7-9	4/14-19	4/21-23	4/28-5/2-3	5/5-10	5/12-17	5/19-21	5/26-31
	6/2-7	6/9-14	6/16-18	6/16/21	6/23-28	6/30-7/1-2			
Lancaster County – Nebraska Safety Council - Lincoln									
2019	7/5-7	7/12-14	7/79-21	7/2628	8/2-4	8/9-11	8/16-18	8/23-25	8/30-9/1-2
	9/6-8	9/13-15	9/20-22	10/4-6	10/11-13				
2020	4/3-5	4/17-19	4/24-26	5/1-3	5/8-10	5/15-17	5/22-24	5/29-31	6/5-7
	6/12-14	6/19-21	6/26-28						
Lancaster County – Southeast Community College - Lincoln									
2019	7/12-14	7/19-21	7/26-28	8/9-11	8/16-18				
2020	4/3-5	4/17-19	4/24-26	5/1-3	5/29-31	6/5-7	6/12-14	6/19-21	6/26-28
Lancaster County – Frontier Harley-Davidson - Lincoln									
2019	7/9-14	7/16-21	7/23-28	8/6-11	8/13-18	8/20-25	9/3-8	9/10-15	9/17-22
	9/24-29	10/1-6	10/8-13						
2020	3/7-9	3/24-26	4/7-12	4/14-16	4/21-26	5/5-7	5/11-14	5/12-17	5/26-31
	6/2-4	6/2-7	6/9-11	6/16-18	6/16-21	6/22-25	6/23-25	6/23-28	
Madison County – Northeast Community College - Norfolk									
2019	7/19-21	7/26-28	9/27-29	10/4-6					
2020	3/27-29	4/3-5	4/24-26	5/22-24	5/29-31	6/12-14	6/26-28		
Sarpy County Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue									
2019	7/12-14	7/13-14	7/19-21	7/20-21	7/26-28	8/3-4	8/9-11	8/10-11	8/16-18
	8/17-18	8/23-25	9/6-8	9/13-15	9/14-15	9/20-22	9/21-22	9/27-29	10/5-6
	10-12-13	10-19-20							
2020	4/17-19	4/18-19	5/1-3	5/2-3	5/16-17	5/22-24	5/23-24	5/29-31	5/30-31
	6/5-7	6/12-14	6/19-21	6/26-28					

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcyclist Programs	405f Motorcyclist Training (FAST)	\$25,000.00	\$6,250.00	\$0.00

405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Nebraska Department of Motor Vehicles

State authority name/title: Rhonda Lahm, Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula:..... (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Adams	1,024
Buffalo	1,454
Dakota	477
Douglas	9,755
Lancaster	6,360
Lincoln	1,287
Madison	1,166
Sarpy	4,449
State Total	50,647

Source: Nebraska Department of Motor Vehicles - 2019

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:.....NDOT Highway Safety Office

State authority name/title: William J. Kovarik/Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle in 2019: 224

County or Political Subdivision	# Of MCC involving another MV
DOUGLAS	70
LANCASTER	63
SARPY	13
DODGE	10
SCOTTS BLUFF	8
HALL	5
LINCOLN	5
GAGE	4
ADAMS	3
CASS	3
MADISON	3
BUFFALO	2
DAWES	2
DAWSON	2
RED WILLOW	2
SAUNDERS	2
SEWARD	2

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: Nebraska

Fiscal Year: 2021

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

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

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

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

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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



Signature Governor's Representative for Highway Safety

7/28/20

Date

Kyle Schneweis, P.E., Director

Printed name of Governor's Representative for Highway Safety

JUL 30 2020

Highway Safety Office

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

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Nebraska

Fiscal Year: 2021

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

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

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

All States:

[Fill in all blanks below.]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Page 32 to 42 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at page 36 (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at pages 34 through 39 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at pages 40 to 41 and pages 38 to 39 _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

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

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

Legal citation(s): _____.

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

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.

- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at page 41 _____ (location).

- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at pages 35 to 39 _____ (location).

- The State's **comprehensive occupant protection program** is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on 3/6/2020 (date) (within 3 years of the application due date);
-

□ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

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

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at page 54 (location).
- The name and title of the State's Traffic Records Coordinator is Teri Mattran, Traffic Safety Specialist.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Page 56 (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at pages 62-63 (location);
 - List of all recommendations from most recent assessment at: Pages 57 through 59 (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at pages 52 through 54 and 59 through 61 (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at N/A - All recommendations are being addressed and included in the updated plan (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at pages 62 and 63 including inserted Excel sheets (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 1/14/2016 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

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

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

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

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).

Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on June 4, 2018 (date) and continues to use this plan.

High-Range State Only:

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

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

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

[Fill in all blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

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

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

[Fill in all blanks.]

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

Legal citation(s):

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

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

Legal citation(s):

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

□ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above **only** if applying for this grant and fill in all blanks.]*

Comprehensive Distracted Driving Grant

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

- **Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

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

■ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Rhonda Lahm, Nebraska Department of Motor Vehicles.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at page 66 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

■ Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is William Kovarik, NDOT Highway Safety Office.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at page 67 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at pages 65 - 67 (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at page 70 (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at page 3, 12, 69-70 (location).

Impaired driving program:

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

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Use of fees collected from motorcyclists for motorcycle programs:

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

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at _____ (location).

☐ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

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

[Fill in all applicable blanks below.]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

■ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

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

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

In the HSP at Attachment B _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

In the HSP at Pages 45-46 and appendix B _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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



Signature Governor's Representative for Highway Safety

7/28/20

Date

Kyle Schneweis, P.E., Director

Printed name of Governor's Representative for Highway Safety



NEBRASKA IMPAIRED DRIVING STRATEGIC PLAN

Presented by the
Nebraska Impaired Driving Task Force

June 4, 2018



Table of Contents

Executive Summary	3
About the Impaired Driving Task Force	3
Mission	3
Impaired Driving Strategic Plan Priorities	3
Targets	4
Meeting Schedule	4
Program Data	4
Program Evaluation	7
Prevention and Education Plan	7
Enforcement/Deterrence Plan	9
Laws	12
Adjudication Plan	14
Post-Conviction and Treatment Plan	15
Media and Outreach Plan	16
Budget	19
Plan Approval	19
Nebraska Impaired Driving Task Force Charter	20
Nebraska Impaired Driving Task Force Members	21

Executive Summary

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This Plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

About the Impaired Driving Task Force

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

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

The IDTF was initially convened in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy and non-profit groups whose missions include addressing impaired driving. The membership and their affiliations are also included in the Appendix.

Mission

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

Impaired Driving Strategic Plan Priorities

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

Targets

- Reduce alcohol-impaired fatal, A and B crashes by 6.3 percent from 585 (2012-2016 moving average) to 548 by December 31, 2019.
- Reduce alcohol-impaired driving fatality rate per 100 million VMT by 3 points from .31 (2014 - 2016 FARS total) to .28 by December 31, 2019.

Long Range Target

- Reduce alcohol-impaired driving fatality rate per 100 million VMT by 7 points from .33 (2012 - 2014 FARS total) to .26 by December 31, 2020.

*Targets are based on a 3-year average linear trend line.

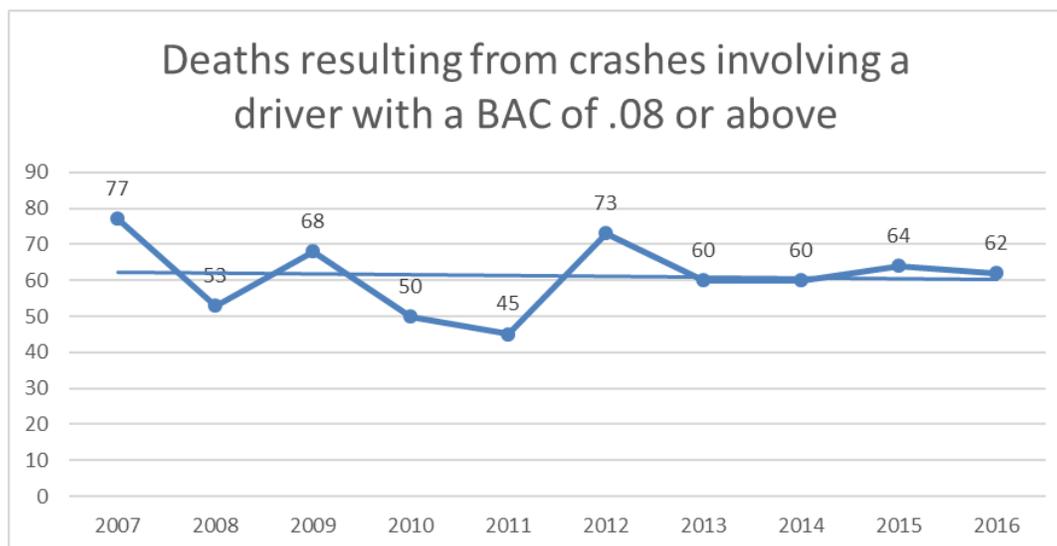
Meeting Schedule

The proposed meeting schedule of the Task Force during 2018/2019 will be as follows:

August 22, 2018
 November 28, 2018
 February 27, 2019
 May 22, 2019
 August 28, 2019

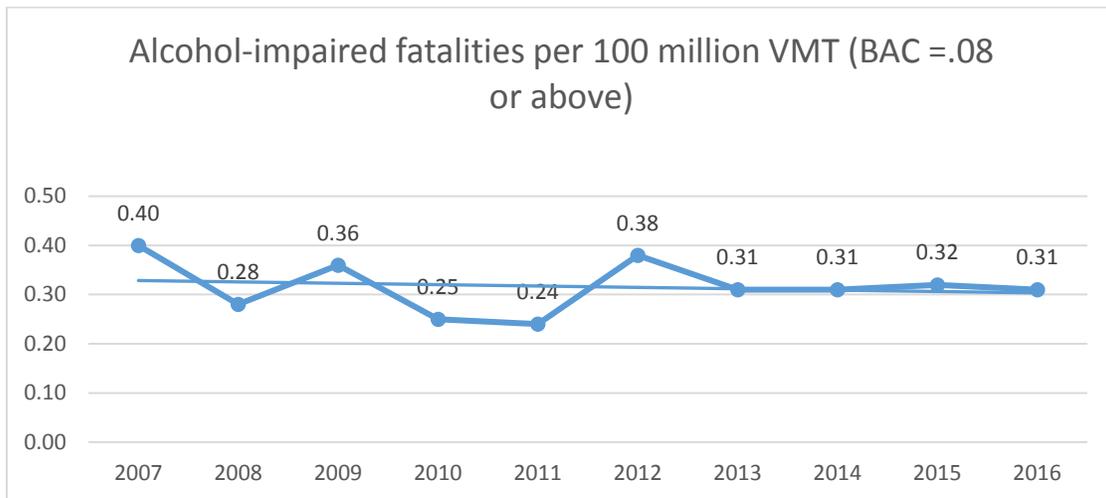
Program Data

Nebraska has made some progress during the last decade in reducing alcohol-impaired driving fatalities. During 2014, 60 persons were killed in crashes in Nebraska involving a driver with a BAC of .08 or above. This is 19% lower than 74 fatalities in 2005. Alcohol-impaired fatalities have fluctuated over that last decade, reaching a high of 77 in 2007 and a low of 45 in 2011. Each year approximately 34% of all traffic fatalities in Nebraska involve an alcohol-impaired driver.



Source: FARS 2006 - 2016

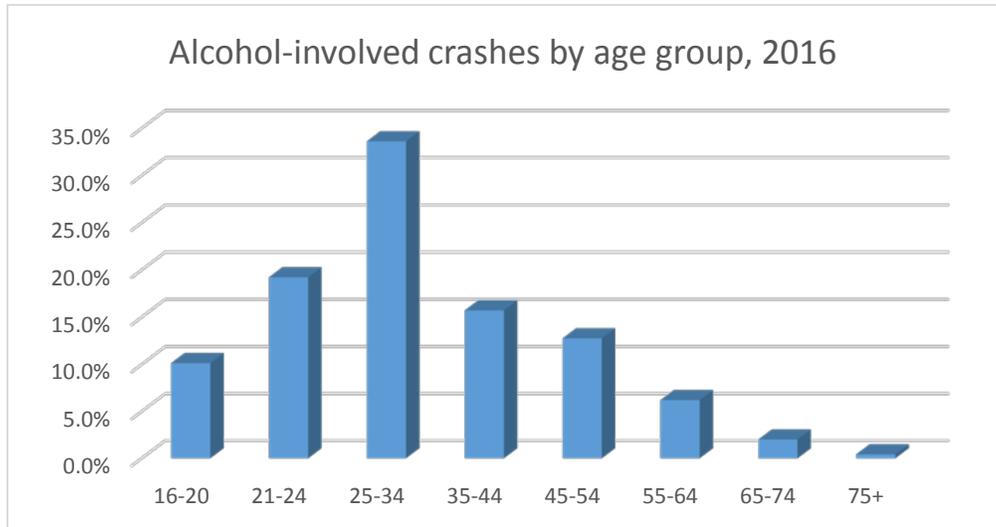
Even though the number of alcohol-impaired driving fatalities has decreased in the past decade, there has been a gradual increase in fatalities per vehicle mile traveled (VMT) in 2013 through 2015. In 2015, there were .32 alcohol-impaired driving fatalities per 100 million VMT, an increase of 28% since 2010.



Source: FARS 2007 - 2016

Alcohol is more often involved in fatal crashes, 73 out of 194 in 2016 (38%) than in all injury crashes at 1,708 out of 34,890 in 2016 (5%). Among drivers in all injury crashes in Nebraska during 2016, 1,587 of 57,961 had been drinking (2.7%). Alcohol is more common with male drivers, 1,609 (68%) versus female drivers, 730 (31%) in all alcohol involved injury crashes. More alcohol involved injury crashes are urban, 1,217 (71%) than rural, 491 (29%).

Alcohol involvement in crashes varies substantially by the age of the driver. As shown below, alcohol involvement is highest in crashes among drivers between 21 – 34 years of age.



Source: NDOT - Standard Summary of Nebraska Motor Vehicle Traffic Accidents 2016

The following table shows the 23 counties in Nebraska with the highest number of alcohol-impaired fatalities, A and B injuries during 2014 through 2016. These numbers coincide with the above information that the majority of the alcohol-impaired fatalities are in the urban areas. The IDTF will focus on these most at-risk counties for impaired driving fatalities and serious injuries.

Alcohol-Impaired Fatalities, A and B Injuries 2014-2016									
County	Fatal, A & B Injuries	% of total FAB injuries alcohol-involved fatalities	Injuries per capita	2015 DUI Convictions	County	Fatal, A & B Injuries	% of total FAB injuries alcohol-involved fatalities	Injuries per capita	2015 DUI Convictions
Douglas	172	10.0%	0.031%	1810	Dawson	7	0.4%	0.021%	114
Lancaster	117	6.8%	0.038%	1352	Box Butte	6	0.3%	0.054%	21
Madison	78	4.5%	0.223%	173	Washington	6	0.3%	0.029%	70
Sarpy	28	1.6%	0.016%	346	Saunders	5	0.3%	0.024%	80
Hall	19	1.1%	0.031%	326	Sheridan	5	0.3%	0.096%	16
Scotts Bluff	18	1.0%	0.049%	122	Thurston	5	0.3%	0.070%	18
Lincoln	17	1.0%	0.048%	130	Cass	3	0.2%	0.012%	69
Platte	13	0.8%	0.040%	126	Dodge	3	0.2%	0.008%	143
Buffalo	12	0.7%	0.024%	201	Knox	3	0.2%	0.035%	10
Adams	11	0.6%	0.035%	57	Otoe	3	0.2%	0.019%	35
Gage	10	0.6%	0.046%	50	Seward	1	0.1%	0.006%	70
Custer	8	0.5%	0.074%	29	Total (NE)	1722			

Source: NDOR - Standard Summary of Nebraska Motor Vehicle Traffic Accidents 2014-2016

Program Evaluation

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

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

Prevention and Education Plan

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

Lancaster County Sheriff's Office

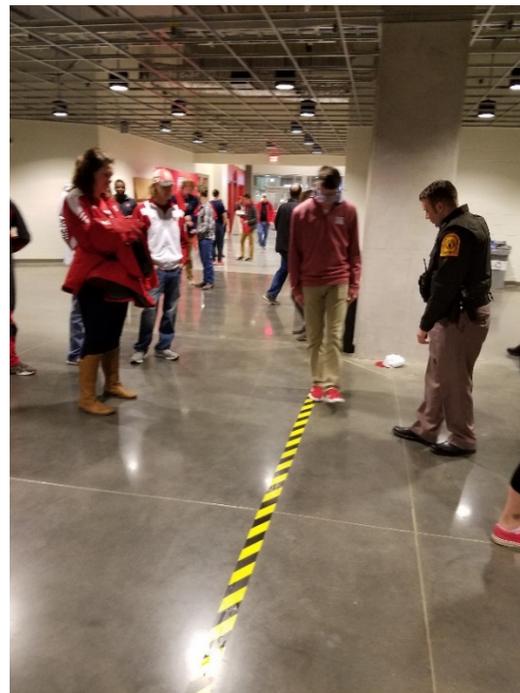
The Lancaster County Sheriff's Office conducted mock DUI testing with the use of the Fatal Vision Goggles at college sporting events. These events increase the awareness of the effects of alcohol on a driver's ability to safely operate a vehicle.

Multiple events are conducted by law enforcement across the state at college and high school events to reach a majority of the young drivers.

Drugged Driving Summit

The NDOT-HSO along with local highway safety advocates hosted a Drugged Driving Summit in December 2015. The objective of the summit was to:

- raise the awareness of the growing involvement of drugs, in addition to and other than alcohol, in vehicle crashes that result in injuries and fatalities,



- understand what is contributing to the increase,
- recognize the effects of drugs and driving impairment,
- discuss the existing resources to address the problem and
- identify and propose solutions to the problem.

The NDOT-HSO plans to continue the Drugged Driving Summit as a biennial event.

Nebraska Collegiate Consortium to Reduce High-Risk Drinking

Funding is provided to further the development of the Nebraska Collegiate Consortium (NCC) to Reduce High Risk Drinking project. This funding will provide technical assistance to develop institution specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list serve, provide technical assistance on the analysis of existing databases, and the development of new annual surveys. This project has developed the CAP (College Alcohol Profile) a web-based interactive brief intervention program that provides students with immediate personalized and localized feedback about their drinking practices compared to those of their college peers. The NCC will expand program initiatives directed at soliciting increased parental involvement and support to reduce high-risk drinking through the Power of Parenting website which targets the parents of entering 18-20 year old students. The NCC also continues to expand the Year One College Alcohol Profile (Y1CAP) a web-based brief prevention program designed to correct the misperceptions about alcohol use among incoming first year students. It is also the only program with a customized brief intervention available to all participating colleges.

Nebraska Highway Safety Conference

The Nebraska Highway Safety Conference was hosted by the Nebraska Interagency Safety Committee in March of 2017. The 2017 - 2021 Nebraska Strategic Highway Safety Plan was presented and discussed. Several speakers provided the latest information on traffic safety issues including impaired driving, occupant restraint use, young drivers, local roadway safety strategies, and the Naturalistic Driving Study results. The NDOT-HSO plans to continue to work with the Nebraska Interagency Safety Committee to host additional conferences in the future.

Project Extra Mile

The objective of this project is to prevent underage and binge drinking through environmental prevention strategies, ultimately addressing community policies, practices and norms. Project Extra Mile (PEM) provides information on the

problems associated with underage drinking and evidence-based strategies for preventing the harms associated with it.

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

Nebraska Educational Television (NET) Drugged Driving Documentary

AAA Nebraska, NDOT-HSO, among others, supported the Nebraska public broadcasting station, NET in the production of a 30 minute drugged driving documentary. This documentary examined the problem of drug impaired driving in Nebraska and the strategies that are being employed to increase public awareness along with a variety of law enforcement countermeasures used to address it. The documentary aired multiple times in the fall of 2017 and is available online via the NET website at <http://netnebraska.org/basic-page/television/drugged-driving>.

Enforcement/Deterrence Plan

The Plan is using evidence-based traffic safety enforcement strategies to address the problem areas described in the Background section – and to meet the state targets for 2018 & 2019 – NDOT-HSO, law enforcement, and other partners will focus on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities.

The IDTF is committed to strong, high visibility enforcement of our State’s laws, supported by an intensive public information and education media campaign. The FY2018 & FY2019 statewide enforcement plans includes each of the elements described below.



High-Visibility Enforcements

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

Enforcement of Underage Drinking Laws

Underage alcohol compliance check enforcement operations are conducted throughout the state by local law enforcement agencies and the NSP to ensure that liquor license establishments do not sell alcohol to minors. As one example, the NSP conducted a compliance check on April 3, 2017 of 88 businesses in Hall and Howard Counties and found seven to be non-compliant after selling alcohol to a minor. In addition, large underage drinking party identification, enforcement, and dispersal training is offered to all law enforcement agencies annually in partnership with NDOT-HSO grantees.

Binge Drinking Prevention Initiatives

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

Traffic Safety Resource Prosecutor

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

Alcohol Equipment Support

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

Law Enforcement Training

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

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

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

Alcohol Selective Overtime

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

youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usages time frames, which will include graduation, proms, homecoming and Cinco De Mayo.

Statewide selective alcohol overtime enforcement will be conducted during the national events for the Winter Holidays Crackdown December 15 – 31, 2017 and the Labor Day Crackdown August 17 – September 3, 2018. All selective alcohol overtime enforcement efforts will be required to conduct a pre- and post- media event or activity to follow the best practices examples of advising the community of their upcoming activities, conducting the enforcement activity and then reporting the results of the enforcement activity. During all of the selective alcohol overtime enforcement efforts a combination of sobriety checkpoints, saturation patrols and enforcement zones will be utilized.

It is anticipated that an estimated 27,000 additional overtime enforcement hours will be generated from the above outlined enforcement efforts.

Laws

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

- 60-498.01 to 60-498.04 - Administrative License Revocation
- 60-6,196 - Driving under influence of alcoholic liquor or drug; penalties.
- 60-6,196.01 - Driving under influence of alcoholic liquor or drug; additional penalty.
- 60-6,197 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; when test administered; refusal; advisement; effect; violation; penalty.
- 60-6,197.01 - Driving while license has been revoked; driving under influence of alcoholic liquor or drug; second and subsequent violations; restrictions on motor vehicles; additional restrictions authorized.
- 60-6,197.02 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; terms, defined; prior convictions; use; sentencing provisions; when applicable.
- 60-6,197.03 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; penalties.
- 60-6,197.04 - Driving under influence of alcoholic liquor or drugs; preliminary breath test; refusal; penalty.
- 60-6,197.05 - Driving under influence of alcoholic liquor or drugs; implied consent to chemical test; revocation; effect.
- 60-6,197.06 - Operating motor vehicle during revocation period; penalties.
- 60-6,197.07 - Driving under influence of alcoholic liquor or drugs; implied

- consent to submit to chemical test; city or village ordinances; authorized.
- 60-6,197.08 - Driving under influence of alcoholic liquor or drugs; presentence evaluation.
- 60-6,197.09 - Driving under influence of alcoholic liquor or drugs; not eligible for probation or suspended sentence.
- 60-6,197.10 - Driving under influence of alcohol or drugs; public education campaign; Department of Motor Vehicles; duties.
- 60-6,198 - Driving under influence of alcoholic liquor or drugs; serious bodily injury; violation; penalty.
- 60-6,199 - Driving under influence of alcoholic liquor or drugs; test; additional test; refusal to permit; effect; results of test; available upon request.
- 60-6,200 - Driving under influence of alcoholic liquor or drugs; chemical test; consent of person incapable of refusal not withdrawn.
- 60-6,201 - Driving under influence of alcoholic liquor or drugs; chemical test; violation of statute or ordinance; results; competent evidence; permit; fee.
- 60-6,202 - Driving under influence of alcoholic liquor or drugs; blood test; withdrawing requirements; damages; liability; when.
- 60-6,203 - Driving under influence of alcoholic liquor or drug; violation of city or village ordinance; fee for test; court costs.
- 60-6,204 - Driving under influence of alcoholic liquor or drugs; test without preliminary breath test; when; qualified personnel.
- 60-6,210 - Blood sample; results of chemical test; admissible in criminal prosecution; disclosure required.
- 60-6,211 - Lifetime revocation of motor vehicle operator's license; reduction; procedure.
- 60-6,211.01 - Person under twenty-one years of age; prohibited acts.
- 60-6,211.02 - Implied consent to submit to chemical test; when test administered; refusal; penalty.
- 60-6,211.05 - Ignition interlock device; continuous alcohol monitoring device and abstention from alcohol use; orders authorized; prohibited acts; violation; penalty; costs; Department of Motor Vehicles Ignition Interlock Fund; created; use; investment; prohibited acts relating to tampering with device; hearing.
- 60-6,211.08 - Open alcoholic beverage container; consumption of alcoholic beverages; prohibited acts; applicability of section to certain passengers of limousine or bus.
- 60-6,211.11 - Prohibited acts related to ignition interlock device; violation; penalty

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

Adjudication Plan

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

Mothers Against Drunk Driving (MADD)

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

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

Felony Motor Vehicle Prosecution Unit

Funding assistance is provided to the Douglas County Attorney's Office to enhance community safety by creating a specialized DUI felony motor vehicle prosecution unit. The prosecutors are experienced in impaired driving laws and the unit is able to reduce the number of cases with reduced charges, increase the conviction rate, and maintain an active caseload through the court system. Prosecutors will also work with local law enforcement agencies/personnel to ensure there is sufficient evidence for felony charges and thereby obtain successful felony convictions. They also work closely with the TSRP for collaboration and standardization of training provided.

Administrative License Revocation

In Nebraska, the Department of Motor Vehicles (DMV) administer the Administrative License Revocation (ALR) program where law enforcement can revoke an operator's licenses and/or operating privileges immediately upon a DUI arrest. Drivers, who are eligible, may receive a temporary license for 15 days.

Drivers who refuse the test will be revoked for a one (1) year time period. Drivers who fail the test will be revoked for 180 days - for first offense, or for one (1) year for any subsequent offense within a 15 year time period.

Nebraska has DUI laws that allow offenders to waive their right to an Administrative License Revocation (ALR) hearing and apply for an Ignition Interlock Permit (IIP) instead. To be eligible for the permit, you must be a Nebraska resident, must be at least 18 years old and have been issued a license. The court would order a driver

to install an ignition interlock device of a type approved by the DMV for 180 days up to 15 years as a condition of their conviction for an alcohol violation. Permit allows holder to drive a vehicle equipped with an ignition interlock device from home to work, school, a substance abuse treatment program, required visits with parole/probation officer, for continuing health care of holder/person dependent on holder or ignition interlock service facility and return. Permit is not valid for the operation of a commercial motor vehicle.

The Nebraska Department of Motor Vehicles provides Law Enforcement training at the Nebraska Law Enforcement Training Center (NLETC).

DWI Court

Scottsbluff County has the only DWI court within Nebraska which targets DWI offenders with a post adjudicatory alcohol intensive supervision treatment program for eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight.

Judicial Education/Training

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

Post-Conviction and Treatment Plan

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

24/7 Sobriety Program

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

Douglas County is the highest population of any of the 93 counties in Nebraska at 550,064 residents or 29% of the total statewide population. In 2015, there were

1,473 fatal, A and B (FAB) crashes in Douglas County or 30% of the total FAB crashes for the State.

The Bridge Behavioral Health

The Bridge Behavioral Health is a comprehensive nationally-accredited behavioral health treatment center specializing in treating alcohol and drug addictions and the mental health issues that often accompany addiction. The Bridge Behavioral Health offers a continuum of treatment and support options including medically-supervised detoxification, residential and outpatient treatment and a variety of recovery support services.

Media and Outreach Plan

The IDTF will use the NDOT-HSO media plan that has been effective in the past as well as coordinating a communication strategy among member groups, to allow everyone to be fully informed of planned media and outreach creative and actions. Such communication will provide partnership opportunities and more efficient use of limited resources. The NDOT-HSO will develop campaigns that can be used by local highway safety advocate groups to standardize the message and maximize creative costs.

Earned Media

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

The Highway Safety Office issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

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

By reputation, the Highway Safety Office is and will continue to be the primary traffic safety news media resource. The Office is recognized as the best source

for impaired driving related data, information, and to be able to direct media representatives to other additional sources. The Office will continue to pursue the best ways to collect, present, and deliver impaired driving-related information to maintain its position as the best traffic safety news source.

Paid Media (Examples)

- The Bottom Line (TBL - Omaha World Herald), daily talk show (2:00 p.m. – 6:00 p.m.) logo and sponsorship mentions (40 per month), banner ad on TBL website, 80 :30 second ads run on TBL, Big Apple Radio 1600 and KHUB, daily update on fatalities, logo on studio backdrop. (\$15,000) (Split with 402-17-04)



- The Omaha Storm Chasers AAA Baseball team, 7th inning announcement end of alcohol sales (every game) with big screen message, one public address announcement each game, special print initiative, full-page program ad and 30 second radio ad for each game in 2018 season.
- Broadcast House, You Drink and Drive. You Lose. (YDDYL) Campaign, 320 :15 second spots during November 21 and 28 on four stations, reaching 43,900 weekly and average age 18 - 54, 568 ads were provided.
- AllOver Media, 15 Trucks for 3 months, November – January, 35 Gas Stations two months, November and December and continue in January if available.



84 X 57 BACK PANEL



86 X 32 OVERCAB

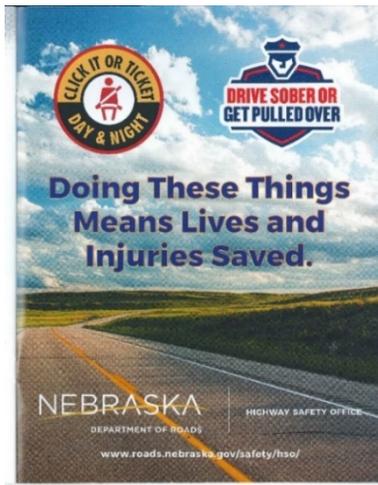


300 X 95 DRIVER SIDE PANEL

Sports Marketing

The IDTF recognizes that, in order to reach our target audience of males 18 - 34 years of age, we must take our message to them. The State of Nebraska has a limited number of sports venues that allow us to reach that audience. NDOT-HSO partners with a variety of these teams and venues in order to accomplish these outreach efforts.

NDOT-HSO will continue the contract with IMG College, LLC for a sports marketing sponsorship for five years. The sponsorship will include: live messages, radio commercials, pre-game tags, replay board tags, ribbon displays as well as other message sponsorship.



NDOT-HSO will continue the package with Hail Varsity for sports marketing to include: magazine advertising, live commercials on radio show, rotating banner and other sponsorship message opportunities.

Social Media Marketing

In 2017 - 2018, social media technology will be more greatly utilized as part of the campaigns. The NDOT-HSO will be working with our highway safety partners to promote programs and enforcement efforts, communicate safety messages and increase dialogue with the public via their growing social media outreaches on Facebook, Twitter, YouTube, Pinterest, Instagram and other developing social platforms.

Budget

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

Plan Approval

The Impaired Driving Task Force met on April 26, 2017 to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on May 8, 2017. The plan was updated on June 4, 2018.

Nebraska's Impaired Driving Task Force Charter

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



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

6/9/17

Date

Nebraska Impaired Driving Task Force Members

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