

September 2019

# **Highway Safety Plan FY 2020 Nebraska**

## Highway Safety Plan

**NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:**

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: Yes
- S. 1906 Racial Profiling Data Collection: Yes

## Highway safety planning process

### Data Sources and Processes

#### 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 (NDOT) 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 NDOT as the designated Governor is 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 will incorporate many of the suggestions from the TRA. This will enhance 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 2020 (FY2020) 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 FY2020, 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 Section. 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, 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.

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 (FY2018) 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. On April 1, 2018, HSO submitted the State's FY2018 MOE, as required, to NHTSA.

#### Legislation

During the years 2015-2019, 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.

#### State Demographic Analysis

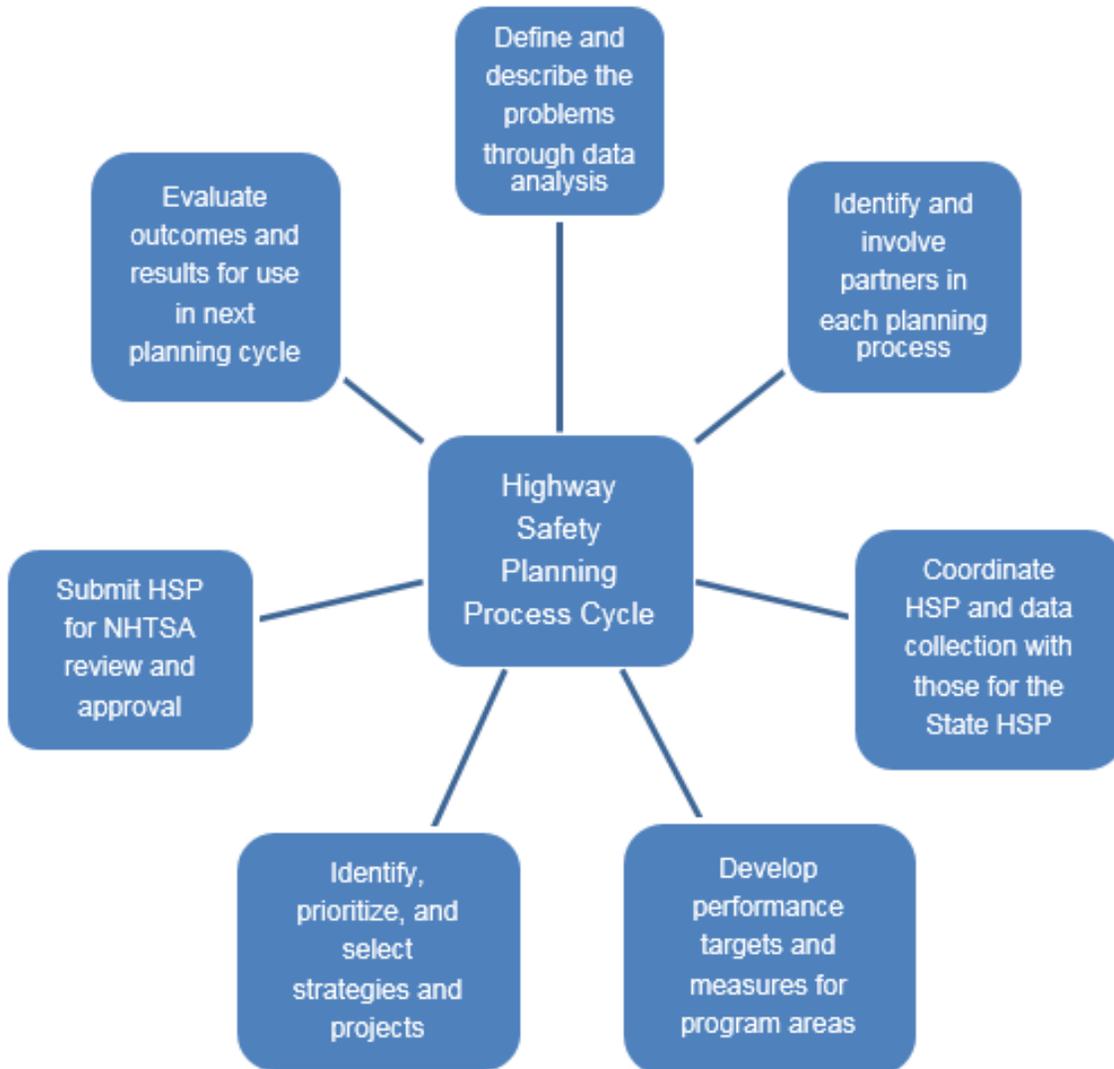
Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,929,268 on July 1, 2018, a 5.1 % increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary 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 1,459,064 licensed drivers and 2,471,317 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 weeklies 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

|                    |  |
|--------------------|--|
| November –December | Debrief the previous year’s programs, crash data, state and national priorities, update problem identification, and set performance targets with HSO staff. Coordinate data and problem identification with the State’s HSP. |
|--------------------|--|

|  |   |
|--|---|
| January –February<br>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 the 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.   |
| June                                   | Draft the HSP including the Sections 402 and 405 grant application 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 promptly to NHTSA regarding any requests for additional information for the HSP application.   |
| August –September<br>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 work on the Annual Report.  |

The program, project, and activity selection is 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.

### Processes Participants

#### 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,

Nebraska Commission on Law Enforcement and Criminal Justice,

National Highway Traffic Safety Administration, and

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, and

Nebraska State Patrol (NSP)

Over 200 Sheriff's Offices and Police Departments,

Nebraska Game & Parks Enforcement Division,

University of Nebraska – Kearney - Nebraska Safety Center,

University of Nebraska - Omaha, and

University of Nebraska – Lincoln.

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, and

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, and

Bike Walk Nebraska.

Professional associations:

Nebraska County Attorney's Association,

Nebraska Trucking Association,

Nebraska State Troopers Association, and

Nebraska Medical Association

Nebraska Sheriff's Association, and

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, and  
Traffic Records Coordinating Committee.

## Description of Highway Safety Problems

### 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 over represented 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.

## Methods for Project Selection

### 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.

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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 traffic behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

## List of Information and Data Sources

### 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. 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 programs 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).

## Description of Outcomes

Traffic Safety Performance Trends and Targets

|  |   |                        |        |        |        |        |        | Projections |       |       |
|--|---|------------------------|--------|--------|--------|--------|--------|-------------|-------|-------|
| PERFORMANCE MEASURES                       |   |                        | 2013   | 2014   | 2015   | 2016   | 2017   | 2018        | 2019  | 2020  |
| C-1  | Traffic Fatalities**  | Annual                 | 211    | 225    | 246    | 218    | 228    | 230         | 233   | 239   |
|  |   | 5-Year Rolling Average | 203    | 204    | 215    | 222    | 226    |             |       |       |
| C-2  | Serious Traffic Injuries**  | Annual                 | 1,536  | 1,620  | 1,520  | 1,588  | 1,478  | 1,394       | 1,478 | 1,442 |
|  |   | 5-Year Rolling Average | 1,732  | 1,667  | 1,621  | 1,585  | 1,548  |             |       |       |
| C-3  | Fatalities per VMT**  | Annual                 | 1.09   | 1.15   | 1.22   | 1.05   | 1.05   | 1.10        | 1.14  | 1.14  |
|  |   | 5-Year Rolling Average | 1.05   | 1.05   | 1.10   | 1.12   | 1.12   |             |       |       |
| C-4  | Unrestrained Passenger Vehicle Occupant Fatalities**                          | Annual                 | 105    | 95     | 118    | 86     | 101    | 93          | 101   | 102   |
|  |   | 5-Year Rolling Average | 95     | 92     | 100    | 101    | 102    |             |       |       |
| C-5  | Alcohol-Impaired Driving Fatalities (BAC=.08.08+)**                           | Annual                 | 60     | 60     | 64     | 62     | 67     | 53          | 63    | 64    |
|  |   | 5-Year Rolling Average | 59     | 58     | 61     | 63.8   | 63     |             |       |       |
| C-6  | Speeding-Related Fatalities**   | Annual                 | 39     | 49     | 37     | 36     | 37     | 41          | 42    | 42    |
|  |   | 5-Year Rolling Average | 36     | 40     | 40     | 41     | 40     |             |       |       |
| C-7  | Motorcyclist Fatalities**   | Annual                 | 14     | 20     | 25     | 20     | 27     | 23          | 23    | 24    |
|  |   | 5-Year Rolling Average | 18     | 19     | 21     | 20.2   | 21     |             |       |       |
| C-8  | Unhelmeted Motorcyclist Fatalities*   | Annual                 | 1      | 1      | 4      | 3      | 1      | 1           | 2     | 2     |
|  |   | 5-Year Rolling Average | 2      | 1      | 2      | 2      | 2      |             |       |       |
| C-9  | Drivers Age 20 or Younger Involved in Fatal Crashes*                          | Annual                 | 39     | 34     | 39     | 26     | 35     | 40          | 35    | 35    |
|  |   | 5-Year Rolling Average | 39     | 35     | 35     | 35.2   | 35     |             |       |       |
| C-10                                       | Pedestrian Fatalities**   | Annual                 | 12     | 9      | 19     | 12     | 20     | 23          | 17    | 19    |
|  |   | 5-Year Rolling Average | 10     | 10     | 12     | 13.4   | 14     |             |       |       |
| C-11                                       | Bicyclist Fatalities**  | Annual                 | 0      | 2      | 4      | 1      | 3      | 0           | 2     | 2     |
|  |   | 5-Year Rolling Average | 1      | 1      | 2      | 1.4    | 2      |             |       |       |
| <b>CORE BEHAVIOR MEASURE</b>               |   |                        |        |        |        |        |        |             |       |       |
| B-1  | Seat Belt Use***  | Annual                 | 79.1%  | 79.0%  | 79.6%  | 83.3%  | 85.9%  | 86.0%       | 88.5% | 90.4% |
| <b>ACTIVITY PERFORMANCE MEASURES</b>       |   |                        |        |        |        |        |        |             |       |       |
| A-1  | Safety Belt Citations   | Annual                 | 3,030  | 2,790  | 1,914  | 1,837  | 2,503  | N/A         | N/A   | N/A   |
| A-2  | Alcohol Impaired Driving Arrests  | Annual                 | 2,599  | 1,301  | 775    | 1,183  | 1,368  | N/A         | N/A   | N/A   |
| A-3  | Speeding Citations  | Annual                 | 20,105 | 17,415 | 15,513 | 22,788 | 16,375 | N/A         | N/A   | N/A   |
| <b>FATAL, A AND B INJURY CRASH TARGETS</b> |   |                        |        |        |        |        |        |             |       |       |
|  | Fatal, A and B Crashes**  | Annual                 | 4,713  | 4,648  | 4,948  | 5,297  | 5,011  | 4,928       | 4,888 | 4,916 |
|  |   | 5-Year Rolling Average | 5,008  | 4,860  | 4,844  | 4,904  | 4,923  |             |       |       |
|  | Alcohol-Impaired Fatal, A and B Crashes**                                     | Annual                 | 550    | 576    | 567    | 579    | 553    | 529         | 552   | 542   |
|  |   | 5-Year Rolling Average | 604    | 594    | 591    | 585    | 565    |             |       |       |
|  | Speed-Related Fatal, A and B Crashes**  | Annual                 | 334    | 339    | 250    | 282    | 231    | 317         | 255   | 238   |
|  |   | 5-Year Rolling Average | 375    | 358    | 317    | 299    | 287    |             |       |       |
|  | Youth-Involved Fatal, A and B Crashes**                                       | Annual                 | 1,300  | 1,246  | 1,343  | 1,464  | 1,349  | 1,296       | 1,323 | 1,313 |
|  |   | 5-Year Rolling Average | 1,487  | 1,388  | 1,341  | 1,351  | 1,340  |             |       |       |
|  | All Other Factors, Fatal, A and B Crashes**                                   | Annual                 | 3,829  | 3,733  | 4,131  | 4,418  | 4,227  | 3,452       | 3,993 | 4,022 |
|  |   | 5-Year Rolling Average | 4,028  | 3,908  | 3,936  | 4,017  | 4,068  |             |       |       |
|  | #Distracted Driver, Fatal, A and B Crashes**                                  | Annual                 | 751    | 798    | 897    | 982    | 894    | 874         | 913   | 947   |
|  |   | 5-Year Rolling Average | 750    | 753    | 793    | 844    | 864    |             |       |       |
|  | Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes** | Annual                 | 66     | 58     | 77     | 50     | 71     | 74          | 69    | 72    |
|  |   | 5-Year Rolling Average | 51     | 52     | 58     | 61     | 64     |             |       |       |

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 2013 to 2020.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2018-2020. In order to stop the trend, a two percent decrease was applied to each year's projection.

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

\*\* 2020 Nebraska HSIP Target set on a reduction of the current increasing trend by 2%.

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

| Performance Measure Identifier   |   | Year   |        |        |        |        | Projection |          |          |
|--|---|--------|--------|--------|--------|--------|------------|----------|----------|
|  |   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018       | 2019     | 2020     |
| C-1  | Traffic Fatalities++  | 211    | 225    | 246    | 218    | 228    | 230.0      | 233.0    | 239.0    |
| C-2  | Serious Traffic Injuries^   | 1,536  | 1,620  | 1,520  | 1,588  | 1,478  | 1394.0     | 1478.0   | 1442.0   |
| C-3  | Fatalities Per 100 million VMT++  | 1.09   | 1.15   | 1.22   | 1.05   | 1.05   | 1.100      | 1.140    | 1.140    |
| C-4  | Occupant Fatalities   | 105    | 95     | 118    | 86     | 101    | 93         | 101      | 102      |
| C-5  | Alcohol-Impaired Driving Fatalities (BAC=.08+)**+*                                    | 60     | 60     | 65     | 62     | 67     | 53         | 63       | 64       |
| C-6  | Speeding-Related Fatalities   | 39     | 49     | 37     | 36     | 37     | 41         | 42       | 42       |
| C-7  | Motorcyclist Fatalities+  | 14     | 20     | 25     | 20     | 27     | 23         | 23       | 24       |
| C-8  | Unhelmeted Motorcyclist Fatalities  | 1      | 1      | 4      | 3      | 1      | 1          | 2        | 2        |
| C-9  | Drivers Age 20 and Younger in Fatal Crashes   | 39     | 34     | 39     | 26     | 35     | 40         | 35       | 35       |
| C-10   | Pedestrian Fatalities+  | 12     | 9      | 19     | 12     | 20     | 23         | 17       | 19       |
| C-11   | Bicyclist and Other Cyclist Fatalities  | 0      | 2      | 4      | 1      | 3      | 0          | 2        | 2        |
| B-1  | Observed Seat Belt Use~   | 79.1%  | 79.0%  | 79.6%  | 83.3%  | 85.9%  | 86.0%      | 88.5%    | 90.4%    |
| <p>~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS)<br/>                     +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018. In order to stop the trend, a one percent reduction was applied to each year.<br/>                     ++ 2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.<br/>                     *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p> |   |        |        |        |        |        |            |          |          |
| Activity Performance Measures~   |   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018       | 2019     | 2020     |
| A-1  | Safety Belt Citations Issued During Grant Funded Enforcement Activities (FY)          | 3,030  | 2,790  | 1,914  | 1,837  | 2,503  | No Goals   | No Goals | No Goals |
| A-2  | Alcohol Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FY) | 2,599  | 1,301  | 775    | 1,183  | 1,368  | No Goals   | No Goals | No Goals |
| A-3  | Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)             | 20,105 | 17,415 | 15,513 | 22,788 | 16,375 | No Goals   | No Goals | No Goals |
| ~Source: NDOR-HSO - Annual Grant Reports   |   |        |        |        |        |        |            |          |          |
| Fatal, A and B Injury Crash Targets  |   | 2013   | 2014   | 2015   | 2016   | 2017   | 2018       | 2019     | 2020     |
| Fatal, A and B Injury Crashes  |   | 4,713  | 4,648  | 4,948  | 5,297  | 5,011  | 4,928      | 4,888    | 4,916    |
| Alcohol-Impaired Fatal, A and B Injury Crashes   |   | 550    | 576    | 567    | 579    | 553    | 529        | 552      | 542      |
| Speed-Related Fatal, A and B Injury Crashes  |   | 334    | 339    | 250    | 282    | 231    | 317        | 255      | 238      |
| Youth-Involved Fatal, A and B Injury Crashes   |   | 1,300  | 1,246  | 1,343  | 1,464  | 1,349  | 1,296      | 1,323    | 1,313    |
| All Other Factors - Fatal, A and B Injury Crashes  |   | 3,829  | 3,733  | 4,131  | 4,418  | 4,227  | 3,452      | 3,993    | 4,022    |
| **Distracted Driver Fatal, A and B Injury Crashes  |   | 751    | 798    | 897    | 982    | 894    | 874        | 913      | 947      |
| Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes   |   | 66     | 58     | 77     | 50     | 71     | 74         | 69       | 72       |
| <p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOR<br/>                     **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>   |   |        |        |        |        |        |            |          |          |

Progress towards meeting State performance targets from the previous fiscal year's HSP

| Sort Order | Performance measure name  | Progress    |
|------------|---|-------------|
| 1          | C-1) Number of traffic fatalities (FARS)                                    | In Progress |
| 2          | C-2) Number of serious injuries in traffic crashes (State crash data files) | In Progress |
| 3          | C-3) Fatalities/VMT (FARS, FHWA)  | In Progress |

|    |   |             |
|----|---|-------------|
| 4  | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)                      | In Progress |
| 5  | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | In Progress |
| 6  | C-6) Number of speeding-related fatalities (FARS)   | In Progress |
| 7  | C-7) Number of motorcyclist fatalities (FARS)   | In Progress |
| 8  | C-8) Number of unhelmeted motorcyclist fatalities (FARS)  | In Progress |
| 9  | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)   | In Progress |
| 10 | C-10) Number of pedestrian fatalities (FARS)  | In Progress |
| 11 | C-11) Number of bicyclists fatalities (FARS)  | In Progress |
| 12 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)                        | In Progress |
| 13 | Fatal, A and B Crashes (State Crash Data)   | In Progress |
| 13 | Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)  | In Progress |
| 13 | Speed-Related Fatal, A and B Crashes (State Crash Data)   | In Progress |
| 13 | Youth-Involved Fatal, A and B Crashes (State Crash Data)  | In Progress |
| 13 | All Other Factors, Fatal, A and B Crashes (State Crash Data)  | In Progress |
| 13 | Distracted Driver, Fatal, A and B Crashes (State Crash Data)*   | In Progress |
| 13 | Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)                    | In Progress |

## Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

To decrease the increasing trend for traffic fatalities by 7.6 percent from the 222 (5 year rolling average in 2012-2016) to 239 by December 31, 2019.

Upon a review of the state's five year rolling averages of the annual fatality data, according to FARS through 2016, 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 an agreeable target rate. The increasing trend in fatalities, combined with the VMT increases and reduced fuel prices, resulted in the (2015 – 2019) period target of 239 fatalities.

The 2018 FARS numbers are not yet available but the final traffic fatalities increased by 2.5 percent to 228 in 2017.

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

Progress: In Progress

#### Program-Area-Level Report

To decrease serious traffic injuries by 2.8 percent from 1,585 (5 year rolling average in 2012-2016) to 1,540 by December 31, 2019.

A consensus review that the declining trend in the number of annual traffic crash-related injuries appears to be a mirror image of the increasing observed safety belt use rate from 79% to 86% during the 2013 – 2017 period.

With the expectation that both of these trends will continue, the predicted target of a decrease of 5.1 percent is within reach.

The 2018 FARS numbers are not yet available but the final serious traffic injuries decreased by 6.8 percent to 1,478 in 2017.

### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

#### Program-Area-Level Report

To maintain the increasing trend for fatalities/100 VMT by 5.4 percent increase from 1.12 percent (5 year rolling average in 2012-2016) to 1.18 by December 31, 2019.

Even with annual increasing VMT combined with stabilizing lower fuel costs, it remains challenging to decrease the traffic fatalities proportionately, especially when multiple fatality crashes are contributing. Recent forecasts of a declining agricultural economy and using the 5 year fatalities/VMT rolling average trend, a target of a 1.18 rate is predicted.

The 2018 FARS numbers are not yet available but the final 2017 fatalities/100 VMT decreased by .07 points to 1.05.

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

Progress: In Progress

#### Program-Area-Level Report

To hold steady unrestrained passenger vehicle occupant fatalities, in all seating positions by 5.9 percent from

101 (2012-2016 rolling average) to 107, based on past trends, by December 31, 2019.

This target includes the consideration of our expectation that Nebraska's annual observed safety belt use rate will continue to increase.

The 2018 FARS numbers are not yet available but the final unrestrained passenger vehicle occupant fatalities decreased by .2 % to 101 for 2017.

### Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

#### Program-Area-Level Report

To maintain alcohol-impaired driving fatalities at 0 percent from 64 (2012-2016 rolling average) to 64, based on past trends, by December 31, 2019.

As reports of declining annual numbers of impaired drivers arrested by law enforcement continues and the increasing availability of the growing ride sharing options, this target would appear to be possible with planned countermeasure activities.

The 2018 FARS numbers are not yet available but the final alcohol-impaired driving fatalities increased by 5 percent to 67 in 2017.

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

To hold steady speeding-related fatalities by 2.4 percent from 41 (2012-2016 rolling average) to 42, based on past trends, by December 31, 2019.

Considering the increase in VMT over the period and the predicted future increase, the actual speeding-related fatality rate is actually declining, so this target using the fatality number, would actually continue to achieve a declining speed-related fatality rate.

The 2018 FARS numbers are not yet available but the final speeding-related fatalities decreased by 9.8% to 37 in 2017.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

#### Program-Area-Level Report

To hold steady motorcyclist fatalities to 15.0 percent from 20 (2012-2016 rolling average) to 23, based on past trends, by December 31, 2019.

The warming climate change in Nebraska continues to annually increase the number of potential riding days that increases the total miles accumulated by motorcyclists while, at the same time, increasing their risk of fatal crash involvement and increasing the annual fatality numbers.

The 2018 FARS numbers are not yet available but the final motorcyclist fatalities did increase by 33.7 percent to 27 in 2017.

### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

To maintain unhelmeted motorcyclist fatalities by 0.0 percent from 2 (2012-2016 rolling average) to 2, based on past trends, by December 31, 2019.

Nebraska has a universal helmet law and the annual observed helmet use rate by riders during the 2014 -2018 period was between 97 percent and 100 percent with a low of 8.3 percent and a high of 15.2 percent of those helmets being illegal/unsafe ones. Fatally injured riders wearing illegal helmet are marked as unhelmeted riders. Efforts to discourage the use of non-conforming helmets are ongoing.

The 2018 FARS numbers are not yet available but the final unhelmeted motorcyclist fatalities decreased by 50.0 percent to 1.0 in 2017.

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

Progress: In Progress

### Program-Area-Level Report

To reduce drivers age 20 and younger involved in fatal crashes by 11.4 percent from 35 (2012-2016 rolling average) to 31, based on past trends, by December 31, 2019.

Declining trends are due to countermeasures that work programs on this target population. While still significantly overrepresented in crashes, increasing attention to these drivers will continue.

The 2089 FARS numbers are not yet available but the final drivers age 20 and younger involved in fatal crashes remained steady at 35 in 2017.

### Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

To hold steady pedestrian fatalities to 30.7 percent from 13 (2012-2016 rolling average) to 17, based on past trends, by December 31, 2019.

Nebraska is among the lowest in total pedestrian fatalities of all states but those that do occur are frequently challenging to address because there is usually almost no commonality to the contributing circumstances in these collisions. While countermeasure programs are limited, pedestrian fatalities still remains a target focus.

The 2018 FARS numbers are not yet available but the final pedestrian fatalities increased by 49.3 percent to 20 in 2017.

### Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

### Program-Area-Level Report

To maintain bicyclist fatalities by 0 percent from 1 (2012-2016 rolling average) to 1, based on past trends, by December 31, 2019.

Recently, Nebraska ranked 50th in bicycle fatalities. Bicycling has dramatically increased in popularity in the past decade with extensive urban and rural trail systems within the state, yet annual fatalities are rare. The NDOT HSO intends to keep it that way.

The 2018 FARS numbers are not yet available but the final bicyclist fatalities decreased by 115 percent to 3 in 2017.

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

Progress: In Progress

#### Program-Area-Level Report

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2017 calendar year usage rate 85.9 percent to 88.9 percent by December 31, 2019. As the third highest secondary law observation rate state, we are pleased, but not satisfied. Continued use of our existing countermeasure efforts have resulted in significant progress and plans are to expand and improve those in FY2019.

The 2019 State Crash numbers are not yet available but the final statewide observed seat belt use increased by 0.1 point to 86 percent in 2018.

### Performance Measure: Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

Reduce fatal, A and B crashes by 6.0 percent from 4,904 (2012-2016 rolling average) to 4,612, based on past trends, by December 31, 2019.

Continued use of existing countermeasures that work programs should result in FY2020 success.

The 2018 State Crash numbers are not yet available but the final fatal, A and B crashes increased by 2.2 percent to 5,011 in 2017.

### Performance Measure: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

Reduce alcohol-impaired fatal, A and B crashes by 6.3 percent from 585 (2012-2016 rolling average) to 548, based on past trends, by December 31, 2019.

Expanded use of the 24/7 impaired driving offender countermeasure program in Omaha and Lincoln metro areas, high visibility enforcement efforts, and year round impaired driving media messaging campaigns are working.

The 2018 State Crash numbers are not yet available but the final alcohol-impaired fatal, A and B crashes decreased by 5.5 percent to 553 in 2017.

### Performance Measure: Speed-Related Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

Reduce speed-related fatal, A and B crashes by 23.1 percent from 299 (2012-2016 rolling average) to 230, based on past trends, by December 31, 2019.

Recent success coincides with increased use of high visibility enforcement strategies and using new equipment technology in critical locations on identified days and times.

The 2018 State Crash numbers are not yet available but the final speed-related fatal, A and B crashes increased by 22.7 percent to 231 in 2017.

### Performance Measure: Youth-Involved Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

Reduce youth-involved fatal, A and B crashes by 16.1 percent from 1,351 (2012-2016 rolling average) to 1,134, based on past trends, by December 31, 2019.

Increasing collaboration with multiple highway safety and public health partners has resulted in recent decreases.

The 2018 State Crash numbers are not yet available but the final youth-involved fatal, A and B crashes decreased by .15 percent to 1,349 in 2017.

### Performance Measure: All Other Factors, Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

Reduce all other factors, fatal, A and B crashes by 4.7 percent from 4,017 (2012-2016 rolling average) to 3,829, based on past trends, by December 31, 2019.

Continued use of existing countermeasures that work programs should result in FY2020 success.

The 2018 State Crash numbers are not yet available but the final all other factors, fatal, A and B crashes increased by 5.2 percent to 4,227 in 2017.

### Performance Measure: Distracted Driver, Fatal, A and B Crashes (State Crash Data)\*

Progress: In Progress

#### Program-Area-Level Report

To limit increasing distracted driver fatal, A and B crashes by 6.2 percent from 844 (2012-2016 rolling average) to 896, based on past trends, by December 31, 2019.

While increasing the crash data with available distracted driving contributing factors the NDOT HSO will increase the use of countermeasure that work to slow the increase in distracted driving crashes.

The 2018 State Crash numbers are not yet available but the final distracted driver fatal, A and B crashes increased by 6.0 percent to 894 in 2017.

### Performance Measure: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

#### Program-Area-Level Report

To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 16.8 percent from 61

(2012-2016 rolling average) to 71, based on past trends, by December 31, 2019.

The NDOT HSO will continue the high visibility enforcement during the nighttime hours as well as other countermeasures that work to decrease the unrestrained fatalities.

The 2018 State Crash numbers are not yet available but the final nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes increased by 16.8 percent to 71 in 2017.

## Performance Plan

| Sort Order | Performance measure name  | Target Period | Target Start Year | Target End Year | Target Value |
|------------|---|---------------|-------------------|-----------------|--------------|
| 1          | C-1) Number of traffic fatalities (FARS)  | 5 Year        | 2016              | 2020            | 239          |
| 2          | C-2) Number of serious injuries in traffic crashes (State crash data files)                                       | 5 Year        | 2016              | 2020            | 1,442.00     |
| 3          | C-3) Fatalities/VM T (FARS, FHWA)   | 5 Year        | 2016              | 2020            | 1.14         |
| 4          | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)                      | 5 Year        | 2016              | 2020            | 102          |
| 5          | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5 Year        | 2016              | 2020            | 64.00        |
| 6          | C-6) Number of speeding-related fatalities (FARS)   | 5 Year        | 2016              | 2020            | 42.00        |
| 7          | C-7) Number of motorcyclist fatalities (FARS)   | 5 Year        | 2016              | 2020            | 24.00        |

|    |  |        |      |      |          |
|----|--|--------|------|------|----------|
| 8  | C-8) Number of unhelmeted motorcyclist fatalities (FARS)                                   | 5 Year | 2016 | 2020 | 2.00     |
| 9  | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)                  | 5 Year | 2016 | 2020 | 35.00    |
| 10 | C-10) Number of pedestrian fatalities (FARS)   | 5 Year | 2016 | 2020 | 19.00    |
| 11 | C-11) Number of bicyclists fatalities (FARS)   | 5 Year | 2016 | 2020 | 2.00     |
| 12 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 5 Year | 2016 | 2020 | 90.40    |
| 13 | Fatal, A and B Crashes (State Crash Data)  | 5 Year | 2016 | 2020 | 4,916.00 |
| 14 | Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)                                 | 5 Year | 2016 | 2020 | 542.00   |
| 15 | Speed-Related Fatal, A and B Crashes (State Crash Data)                                    | 5 Year | 2016 | 2020 | 238.00   |
| 16 | Youth-Involved Fatal, A and B Crashes (State Crash Data)                                   | 5 Year | 2016 | 2020 | 1,313.00 |

|    |  |        |      |      |          |
|----|--|--------|------|------|----------|
| 17 | All Other Factors, Fatal, A and B Crashes (State Crash Data)                                   | 5 Year | 2016 | 2020 | 4,022.00 |
| 18 | Distracted Driver, Fatal, A and B Crashes (State Crash Data)*                                  | 5 Year | 2016 | 2020 | 947.00   |
| 19 | Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data) | 5 Year | 2016 | 2020 | 72.00    |

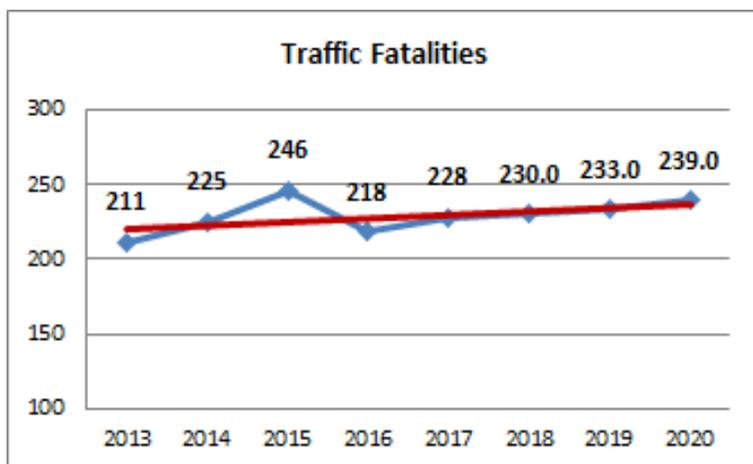
## Performance Measure: C-1) Number of traffic fatalities (FARS)

### Performance Target details

| Performance Target                            | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-1) Number of traffic fatalities (FARS)-2020 | Numeric            | 239          | 5 Year        | 2016              |

### Performance Target Justification

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



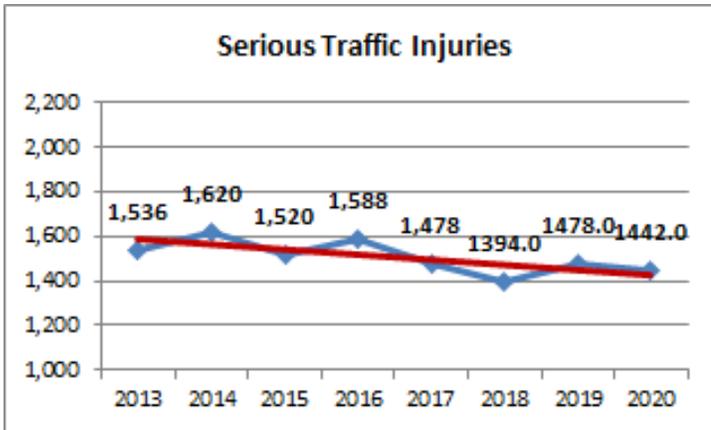
## Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

### Performance Target details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-2) Number of serious injuries in traffic crashes (State crash data files)-2020 | Numeric            | 1,442.00     | 5 Year        | 2016              |

### Performance Target Justification

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



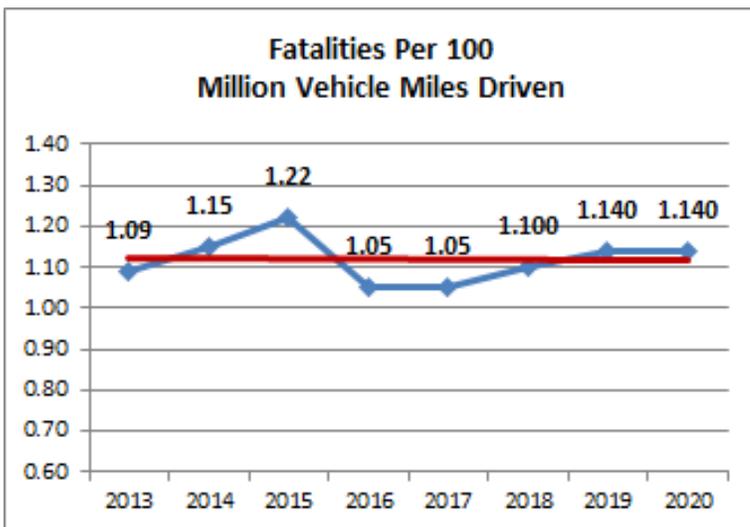
### Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

#### Performance Target details

| Performance Target                    | Target Metric Type | Target Value | Target Period | Target Start Year |
|---------------------------------------|--------------------|--------------|---------------|-------------------|
| C-3) Fatalities/VMT (FARS, FHWA)-2020 | Numeric            | 1.14         | 5 Year        | 2016              |

### Performance Target Justification

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



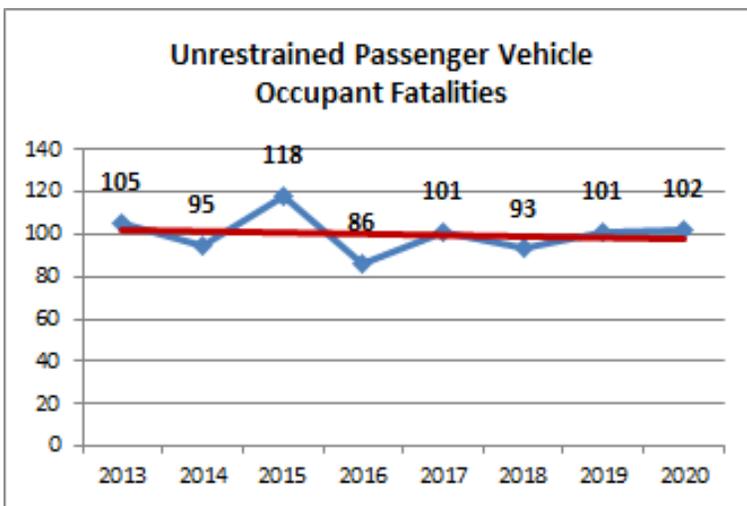
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020 | Numeric            | 102          | 5 Year        | 2016              |

Performance Target Justification

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



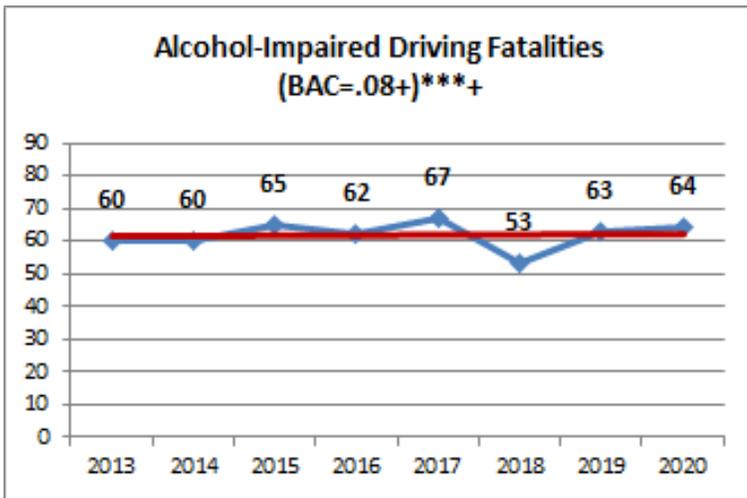
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020 | Numeric            | 64.00        | 5 Year        | 2016              |

## Performance Target Justification

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



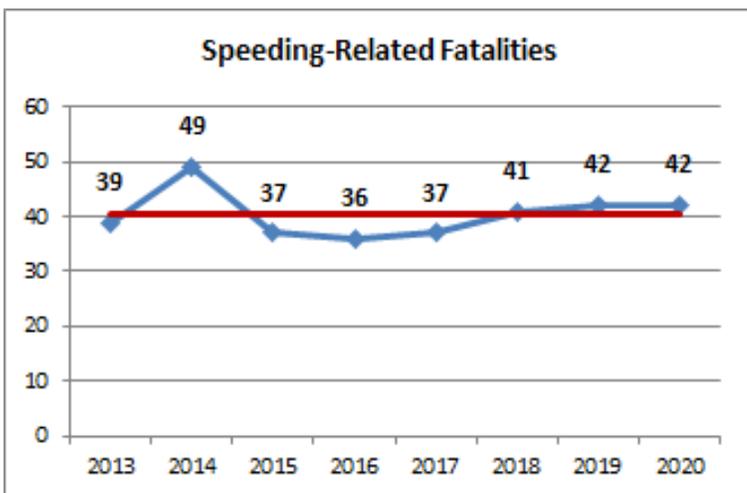
## Performance Measure: C-6) Number of speeding-related fatalities (FARS)

### Performance Target details

| Performance Target                                     | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-6) Number of speeding-related fatalities (FARS)-2020 | Numeric            | 42.00        | 5 Year        | 2016              |

## Performance Target Justification

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



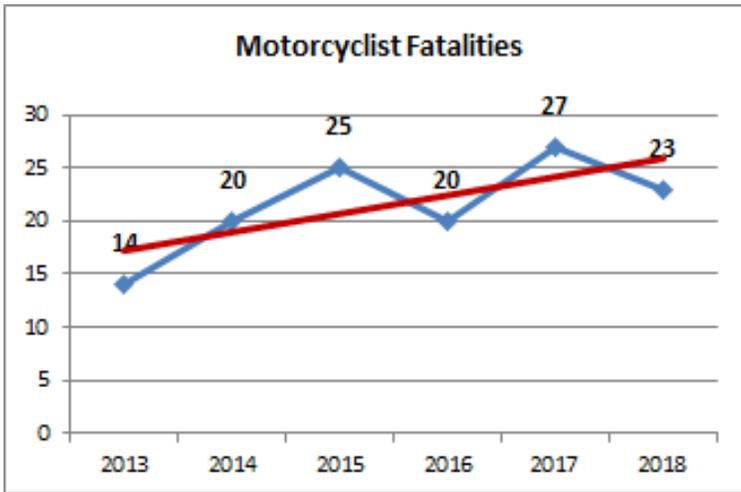
## Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

### Performance Target details

| Performance Target                                 | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-7) Number of motorcyclist fatalities (FARS)-2020 | Numeric            | 24.00        | 5 Year        | 2016              |

### Performance Target Justification

To hold steady motorcyclist fatalities to 0 percent from 23 (2014-2018 rolling average) to 23, based on past trends, by December 31, 2020.



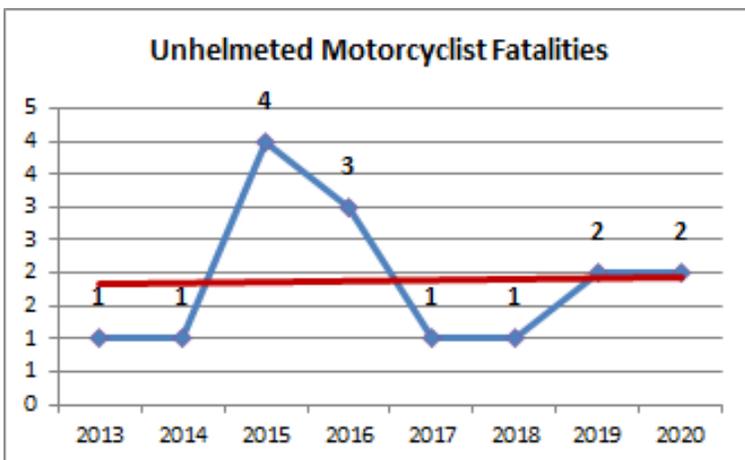
### Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

#### Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020 | Numeric            | 2.00         | 5 Year        | 2016              |

### Performance Target Justification

To maintain unhelmeted motorcyclist fatalities by 0.0 percent from 2 (2014-2018 rolling average) to 2, based on past trends, by December 31, 2020.



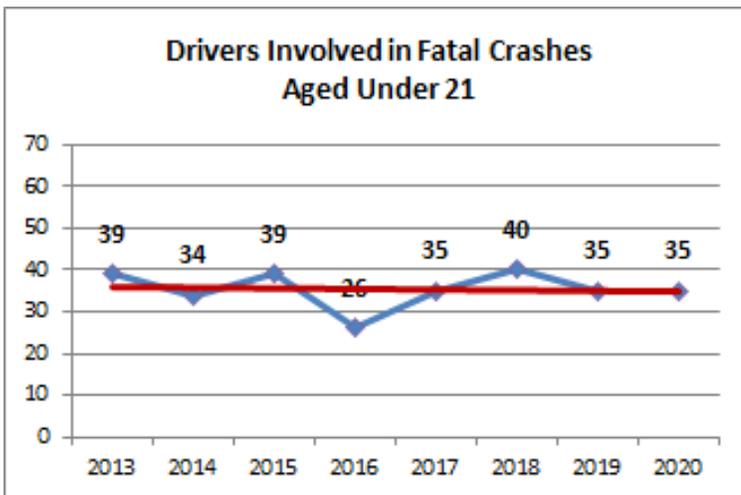
## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

### Performance Target details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020 | Numeric            | 35.00        | 5 Year        | 2016              |

### Performance Target Justification

To reduce drivers age 20 and younger involved in fatal crashes by .5 percent from 35 (2014-2018 rolling average) to 35, based on past trends, by December 31, 2020.



## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

### Performance Target details

| Performance Target                                | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-10) Number of pedestrian fatalities (FARS)-2020 | Numeric            | 19.00        | 5 Year        | 2016              |

### Performance Target Justification

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

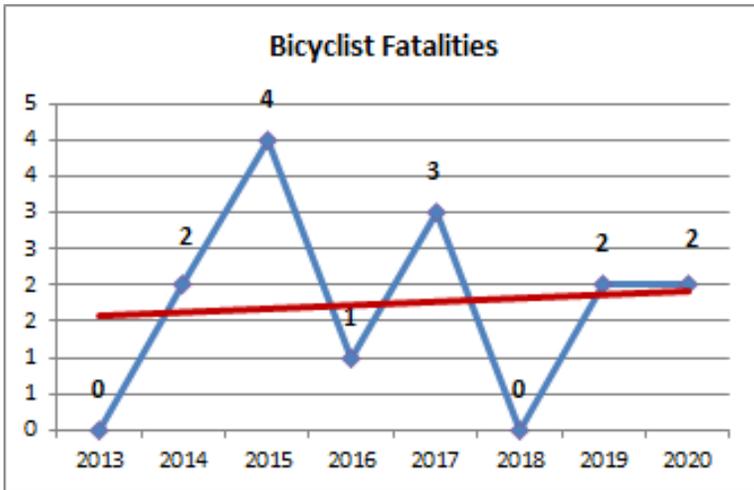
## Performance Measure: C-11) Number of bicyclists fatalities (FARS)

### Performance Target details

| Performance Target                                | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-11) Number of bicyclists fatalities (FARS)-2020 | Numeric            | 2.00         | 5 Year        | 2016              |

### Performance Target Justification

To maintain bicyclist fatalities from 1 (2014-2018 rolling average) to 1, based on past trends, by December 31, 2020.



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

#### Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020 | Percentage         | 90.40        | 5 Year        | 2016              |

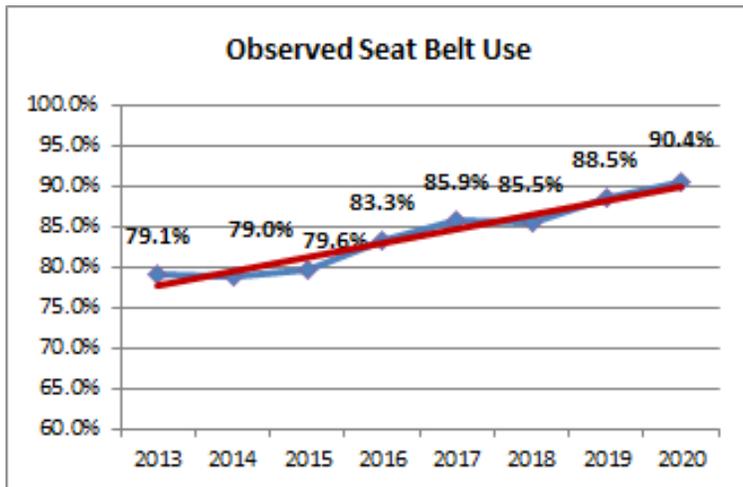
### Performance Target Justification

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

### Performance Measure: Fatal, A and B Crashes (State Crash Data)

#### Performance Target details

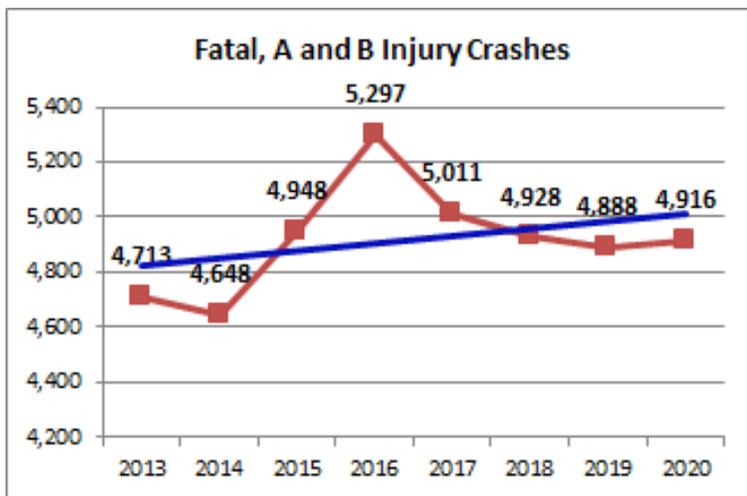
| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--------------------|--------------------|--------------|---------------|-------------------|
|--------------------|--------------------|--------------|---------------|-------------------|



|  |         |          |        |      |
|--|---------|----------|--------|------|
| Fatal, A and B Crashes (State Crash Data)-2020 | Numeric | 4,916.00 | 5 Year | 2016 |
|--|---------|----------|--------|------|

### Performance Target Justification

To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,966 (2014-2018 rolling average) to 4,868, based on past trends, by December 31, 2020.



### Performance Measure: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)

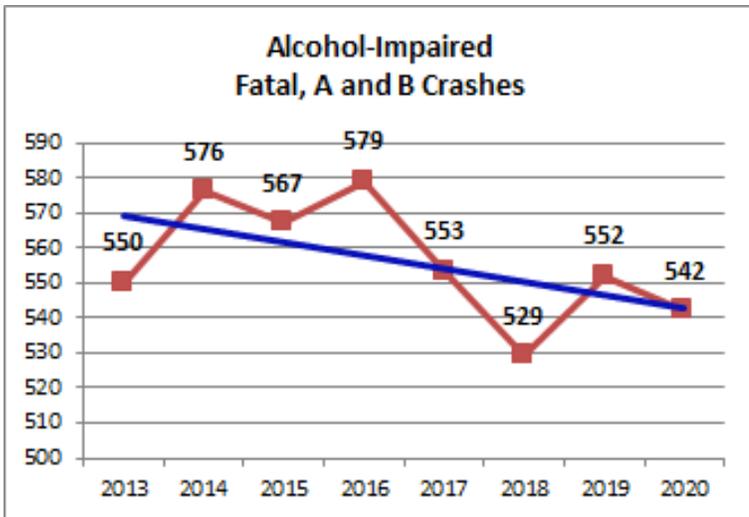
#### Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)-2020 | Numeric            | 542.00       | 5 Year        | 2016              |

### Performance Target Justification

Reduce alcohol-impaired fatal, A and B crashes by 3.4 percent from 561 (2014-2018 rolling average) to 542,

based on past trends, by December 31, 2020.



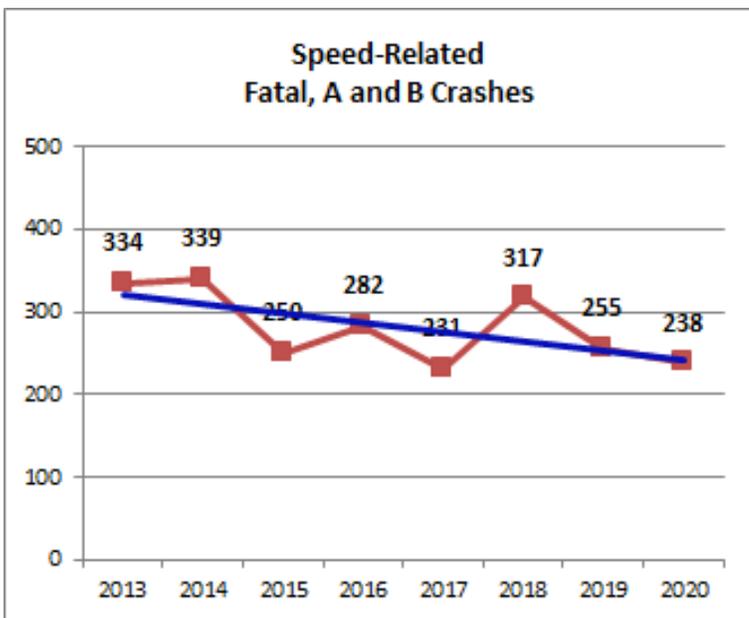
## Performance Measure: Speed-Related Fatal, A and B Crashes (State Crash Data)

### Performance Target details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| Speed-Related Fatal, A and B Crashes (State Crash Data)-2020 | Numeric            | 238.00       | 5 Year        | 2016              |

### Performance Target Justification

Reduce speed-related fatal, A and B crashes by 16.2 percent from 284 (2014-2018 rolling average) to 238, based on past trends, by December 31, 2020.



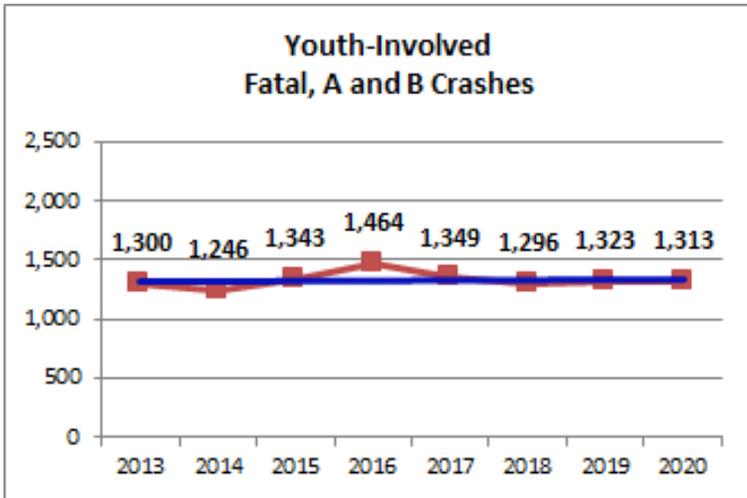
## Performance Measure: Youth-Involved Fatal, A and B Crashes (State Crash Data)

### Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| Youth-Involved Fatal, A and B Crashes (State Crash Data)-2020 | Numeric            | 1,313.00     | 5 Year        | 2016              |

### Performance Target Justification

Reduce youth-involved fatal, A and B crashes by 2 percent from 1,340 (2014-2018 rolling average) to 1,313, based on past trends, by December 31, 2020.



### Performance Measure: All Other Factors, Fatal, A and B Crashes (State Crash Data)

#### Performance Target details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| All Other Factors, Fatal, A and B Crashes (State Crash Data)-2020 | Numeric            | 4,022.00     | 5 Year        | 2016              |

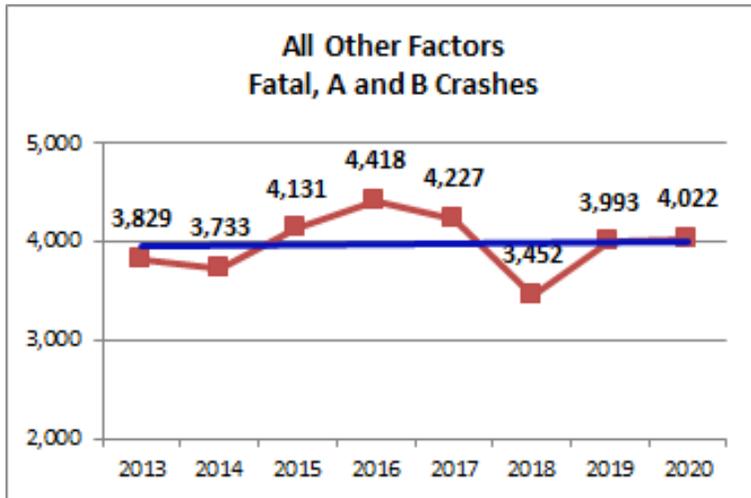
### Performance Target Justification

Reduce all other factors, fatal, A and B crashes by 4.7 percent from 4,017 (2012-2016 rolling average) to 3,829, based on past trends, by December 31, 2019.

### Performance Measure: Distracted Driver, Fatal, A and B Crashes (State Crash Data)\*

#### Performance Target details

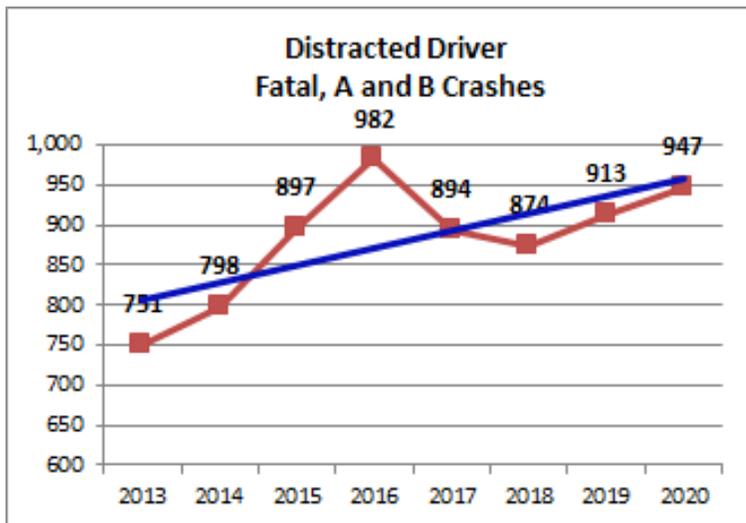
| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--------------------|--------------------|--------------|---------------|-------------------|
|--------------------|--------------------|--------------|---------------|-------------------|



|  |         |        |        |      |
|--|---------|--------|--------|------|
| Distracted Driver, Fatal, A and B Crashes (State Crash Data)*-2020 | Numeric | 947.00 | 5 Year | 2016 |
|--|---------|--------|--------|------|

### Performance Target Justification

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



### Performance Measure: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)

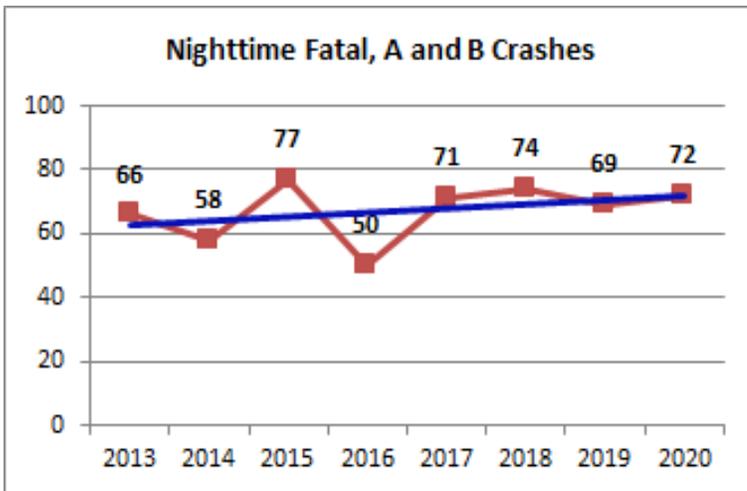
#### Performance Target details

| Performance Target | Target Metric Type | Target Value | Target Period | Target Start Year |
|--------------------|--------------------|--------------|---------------|-------------------|
|--------------------|--------------------|--------------|---------------|-------------------|

|   |         |       |        |      |
|---|---------|-------|--------|------|
| Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)-2020 | Numeric | 72.00 | 5 Year | 2016 |
|---|---------|-------|--------|------|

### Performance Target Justification

To decrease the increasing trend of nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes to 3.0 percent from 66 (2014-2020 rolling average) to 68, based on past trends, by December 31, 2020.



**Certification:** State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: 1,657

Fiscal Year A-1: 2018

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: 857

Fiscal Year A-2: 2018

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: 13,347

Fiscal Year A-3: 2018

## Program areas

### Program Area: Communications (Media)

#### Description of Highway Safety Problems

Highway Safety Communication Plan

Paid Media

In FY2020, 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 FY2020, 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 is 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 FY2020, 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 FY2020.

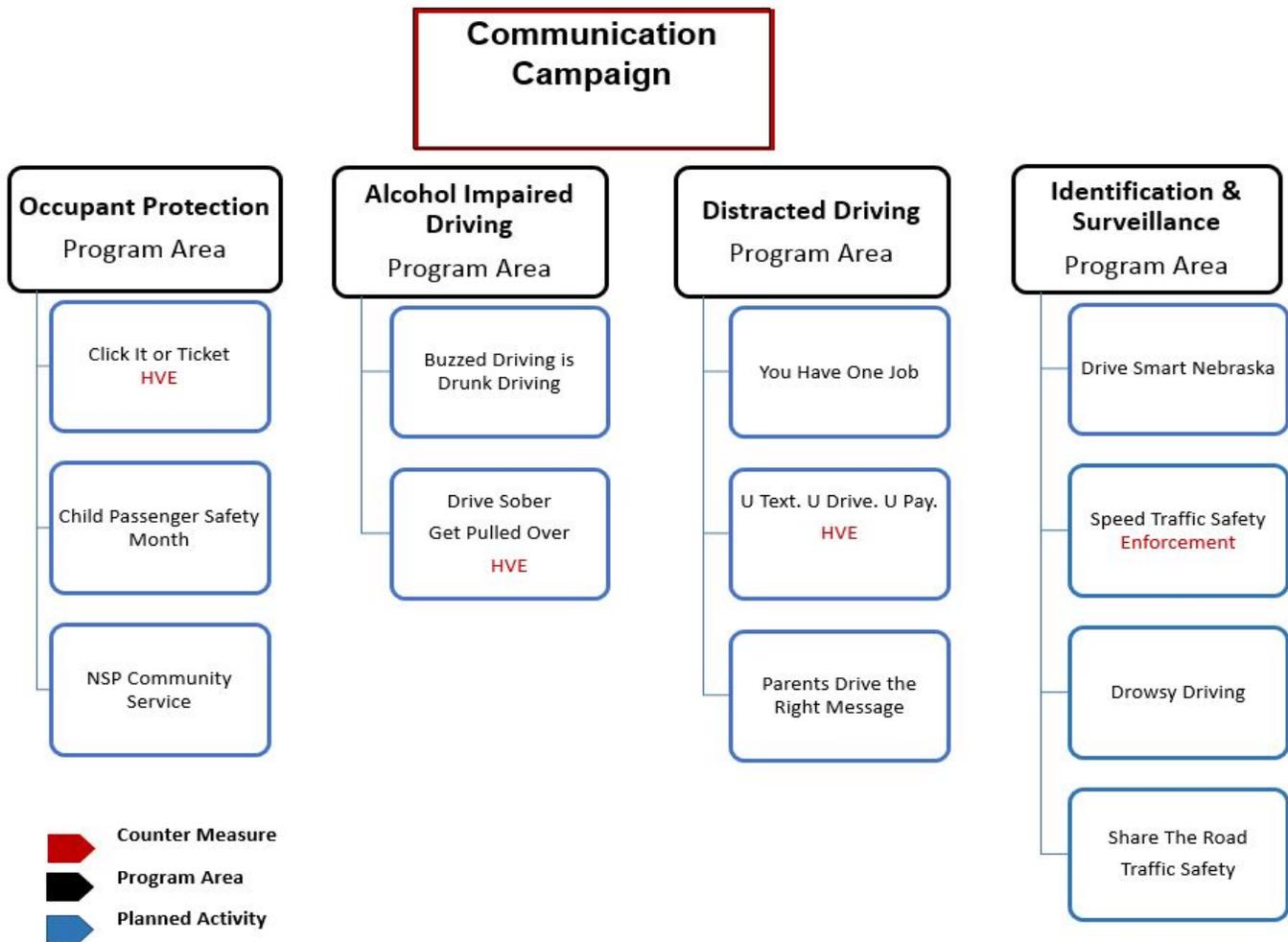
#### Sustain Statewide Enforcement Operations (Day & Night)

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 with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 22 Priority Counties (see above) FY2020 provides an additional 4,800+ hours of enforcement with approximately 55-65 agencies, most from rural areas of the State. Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

#### NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The NDOT-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.

#### Child Passenger Safety Program



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

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 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.

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 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 take part in Child Passenger Safety Month (September).

The NDOT-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 22 Priority Counties.

#### Urban Population

HSO will support 24 inspection station events, in metro areas, and reach approximately 725 parents/caregivers

and/or guardians.

HSO will support another 30 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 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 850,000 Nebraskans.

#### Rural Population

HSO will support 216 inspection station events, in our rural counties, and reach approximately 1,300 parents/caregivers and/or guardians.

HSO will support another 110 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 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,050,000 Nebraskans (earned, paid and social media avenues).

#### At-Risk Population (Rural and Nighttime)

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.

There were 73 nighttime fatalities (6 PM – 6 AM) and 51 (69%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017 data source.

Rural nighttime fatalities show that 51 individuals were killed and 40 (78%) were unrestrained.

Urban nighttime fatalities indicate that there were 22 individuals killed and 19 (86%) were unrestrained.

HSO will serve the “rural at-risk” at population through 240 inspection station events (80% rural) and 140 check events (79% rural).

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 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 650,000 “at-risk” Nebraska families.

#### Associated Performance Measures

| Fiscal Year | Performance measure name                 | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2020        | C-1) Number of traffic fatalities (FARS) | 2020            | 5 Year        | 239          |

|      |   |      |        |          |
|------|---|------|--------|----------|
| 2020 | C-2) Number of serious injuries in traffic crashes (State crash data files)                                       | 2020 | 5 Year | 1,442.00 |
| 2020 | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)                      | 2020 | 5 Year | 102      |
| 2020 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2020 | 5 Year | 64.00    |
| 2020 | C-7) Number of motorcyclist fatalities (FARS)   | 2020 | 5 Year | 24.00    |
| 2020 | C-8) Number of unhelmeted motorcyclist fatalities (FARS)  | 2020 | 5 Year | 2.00     |
| 2020 | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)   | 2020 | 5 Year | 35.00    |
| 2020 | C-10) Number of pedestrian fatalities (FARS)  | 2020 | 5 Year | 19.00    |
| 2020 | C-11) Number of bicyclists fatalities (FARS)  | 2020 | 5 Year | 2.00     |
| 2020 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)                        | 2020 | 5 Year | 90.40    |
| 2020 | Fatal, A and B Crashes (State Crash Data)   | 2020 | 5 Year | 4,916.00 |
| 2020 | Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)  | 2020 | 5 Year | 542.00   |

|      |  |      |        |          |
|------|--|------|--------|----------|
| 2020 | Speed-Related Fatal, A and B Crashes (State Crash Data)  | 2020 | 5 Year | 238.00   |
| 2020 | Youth-Involved Fatal, A and B Crashes (State Crash Data)                                       | 2020 | 5 Year | 1,313.00 |
| 2020 | All Other Factors, Fatal, A and B Crashes (State Crash Data)                                   | 2020 | 5 Year | 4,022.00 |
| 2020 | Distracted Driver, Fatal, A and B Crashes (State Crash Data)*                                  | 2020 | 5 Year | 947.00   |
| 2020 | Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data) | 2020 | 5 Year | 72.00    |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy                                |
|--|
| Distracted Driving                                     |
| Identification and Surveillance                        |
| Impaired Driving (Drug and Alcohol)                    |
| Occupant Protection (Adult and Child Passenger Safety) |

### Countermeasure Strategy: Distracted Driving

Program Area: Communications (Media)

#### Project Safety Impacts

The HSO will engage in efforts to decrease the apparent increasing trend of distracted driving-related traffic fatalities and serious injuries using high-visibility enforcement efforts combined with distracted driver multimedia campaigns (U Drive. U Text. U Pay., Drive the Right Message, and You Have One Job).

#### Linkage Between Program Area

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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

Using comprehensive campaigns that can be used both statewide and at the local level (focusing on Priority Counties), the HSO is able to target distracted driving media and high-visibility enforcement campaigns to effectively reach our target audience and those of high-risk.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                             |
|-------------------|---|
| DD-2020-13-00-00  | Distracted Driving Public Information & Education |

### Planned Activity: Distracted Driving Public Information & Education

Planned activity number: DD-2020-13-00-00

Primary Countermeasure Strategy ID:

#### Planned Activity Description

This project provides funds to HSO for the development/creation/production of educational messaging. This

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

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 HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. HSO will assist local organizations with mini-grant agreements to increase public awareness in the 22 priority counties.

### Intended Subrecipients

HSO, SADD and High Schools

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Distracted Driving      |
| Distracted Driving      |

### Funding sources



| Source Fiscal Year | 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   |

## Countermeasure Strategy: Identification and Surveillance

Program Area: Communications (Media)

### Project Safety Impacts

The HSO will provide support for comprehensive traffic safety media campaigns to reduce the traffic crashes involving unintentional injuries by increasing public awareness and education in the in the identified Priority Counties. The HSO will accomplish this with the involvement of traffic safety partners from the Drive Smart Nebraska ad hoc committee. Campaign areas include, distracted driving, seat belt use, speeding, and motorcycle safety, etc.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, in collaboration with 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.

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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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

The HSO uses model campaign strategies that have proven to be successful. The HSO will evaluate campaigns using the numbers of impressions and the targeted populations reached.

#### Planned activities in countermeasure strategy

| Unique Identifier  | Planned Activity Name                         |
|--------------------|---|
| IS-2020-19-00-00   | Youth Public Information & Education          |
| IS-2020-24-00-00   | Traffic Safety Public Information & Education |
| IS-2020-29-00-00   | Drowsy Driving Public Information & Education |
| M9MA-2020-01-00-00 | Motorcycle Public Information and Education   |

### Planned Activity: Youth Public Information & Education

Planned activity number: IS-2020-19-00-00

Primary Countermeasure Strategy ID:

#### 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,

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

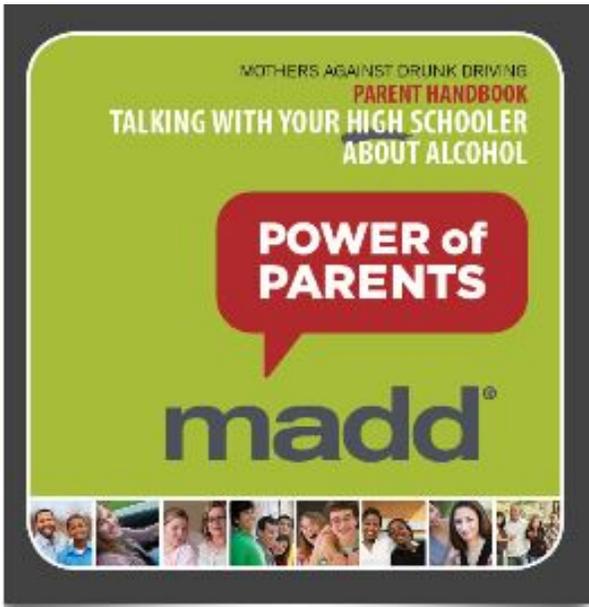
81%  
of Population

Power of Parents and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.



### Intended Subrecipients

Health and Human Services, School Resource Officers (SRO's), SADD, MADD and High Schools



### Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Youth                           |

### Funding sources

| Source Fiscal Year | 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-2020-24-00-00

Primary Countermeasure Strategy ID:

#### 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.

Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver’s attitudes and behaviors.

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

## Intended Subrecipients

Health and Human Services, Local Health Departments, culturally diverse non-profits, BikeWalk Nebraska

## Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Traffic Safety                  |

## Funding sources

| Source Fiscal Year | 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: Drowsy Driving Public Information & Education

Planned activity number: IS-2020-29-00-00

Primary Countermeasure Strategy ID:

## 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 general public awareness regarding the increasing harms related fatigued/drowsy driving.

## Intended Subrecipients

HSO, high schools, hospitals and local health departments

## Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Drowsy Driving                  |
| Identification and Surveillance |

## Funding sources

| Source Fiscal Year | 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   | \$6,250.00    |

## Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2020-01-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

#### Motorcycle Safety Training

NDOT-HSO will provide funding to Department of Motor Vehicles (DMV) for Motorcycle Instructor Update Class, New Motorcycle Instructor Training, and Quality Assurance Training and Visits. Additional opportunities for training will include International Education and Training System (IRETS) Conference, 3-Wheel Basic Rider Course (3WBRC), and New Curriculum Online Training.

#### Motorcycle Public Information & Education (Communication Campaign)

NDOT-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. NDOT-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).

#### Communication campaign (405F)

##### TARGET:

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

Nebraska’s target is to decrease the increasing trend for motorcyclist fatalities by 2 percent from 21 (2013-2017 5 year rolling average) to 24, by December 31, 2020.

#### Objectives

- The objectives of this project are to; increase the public’s knowledge, in targeted counties, to reduce the incidence of motorcycle crashes, increase motorcycle awareness with the motoring public, and support traffic safety messaging through media campaigns, social media, education and enforcement.
- The objectives are to increase the educational messages to priority counties, across the state, through funding specifically aimed at supporting motorcycle awareness, to motivate the public to look for motorcyclists, and encourage law enforcement to provide citations when the law is not followed.

#### Mass Media campaign

| Organization/Stakeholder | P I amp E | Frequency | Reach |
|--------------------------|-----------|-----------|-------|
|--------------------------|-----------|-----------|-------|

|                            |                                |  |   |
|----------------------------|--------------------------------|--|---|
| AllOver Media              | Motorcycle Awareness Activity  | April – June<br>Approximately 30 target communities amp trucks running statewide<br>April – June<br>Approximately 30 target communities amp trucks running statewide | 10,000,000 impressions statewide and 63,000 in target community |
| Drive Smart NE Coalition   | Meetings amp Activity          | Quarterly  | 50 members  |
| Sheriff’s Association      | Share The Road Messaging       | Spring   | 2,600 distribution  |
| Brain Injury Alliance – NE | Use Your Head Wear Your Helmet | Summer<br>Billboards<br>Summer<br>Billboards   | 1,600,000 impressions   |

Communication campaign (405F)

Earned Media

| Activity                | P I amp E                               | Frequency                                  | Reach                      |
|-------------------------|---|--|----------------------------|
| Social Media            | Share the Road and Look Twice Messaging | April – November, Special attention to May | 25,000 impressions monthly |
| Nebraska Safety Council | Motorcycle safety article in newsletter | May and September                          | 60,000 impressions         |

### Intended Subrecipients

HSO and safety councils

### Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Motorcycle Rider Training       |

### Funding sources

| Source Fiscal Year | 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        |

### Countermeasure Strategy: Impaired Driving (Drug and Alcohol)

Program Area: Communications (Media)

### Project Safety Impacts

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the communication campaigns will provide a comprehensive approach to prevent and reduce impaired driving. The planned

activities include, Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and You Drink and Drive. You Lose. These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state.

## Linkage Between Program Area

### 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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

## Rationale

The HSO is utilizing evidence-based planned activities where the primary target driver population are males

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County           | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population**        |                  |
|--|------------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|--------------------------|------------------|
| Three  | Adams            | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511                   |                  |
| Three  | Buffalo          | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615                   |                  |
| One  | Cuming           | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940                    |                  |
| Three  | Dakota           | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083                   |                  |
| Three  | Dawson           | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709                   |                  |
| One  | Dodge            | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791                   |                  |
| Two  | Douglas          | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880                  |                  |
| Three  | Gage             | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493                   |                  |
| Three  | Hall             | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607                   |                  |
| Three  | Jefferson        | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097                    |                  |
| One  | Lancaster        | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272                  |                  |
| Three  | Lincoln          | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185                   |                  |
| One  | Madison          | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392                   |                  |
| Three  | Phelps           | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996                    |                  |
| One  | Platte           | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363                   |                  |
| Three  | Red Willow       | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726                   |                  |
| Three  | Saline           | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350                   |                  |
| One/Two  | Sarpy            | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459                  |                  |
| One  | Saunders         | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303                   |                  |
| Three  | Scotts Bluff     | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989                   |                  |
| One  | Washington       | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667                   |                  |
| Three  | Wayne            | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403                    |                  |
| <b>22 County Population</b>  |                  |                  |                 |               |             |                   |                         |                          |                          | <b>1,554,831</b> |
|  | <b>Statewide</b> | <b>5,017</b>     | <b>23.88</b>    | <b>2.63</b>   | <b>0.89</b> | <b>5.10</b>       | <b>20.36</b>            | <b>74.3%</b>             | <b>1,929,268</b>         |                  |
| <p><b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b></p> <p>Data taken from 2017 Standard Summaries, Fatal, A &amp; B (FAB) Injuries, Statewide and County</p> <p>* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.</p> <p>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6</p> <p>**U.S. Census Bureau Population Estimate as of 7/1/2018. <span style="float:right">Revised 6/4/19</span></p> <p>**Population information is used to document the percentage of state's population represented.</p> <p>Nebraska 2017 data is the most current data for the FY2020 Plan <span style="float:right">Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE</span></p> |                  |                  |                 |               |             |                   |                         |                          |                          |                  |
|  |                  |                  |                 |               |             |                   |                         |                          | <b>81% of Population</b> |                  |

ages 18-34. Annual public opinion survey results along with arrest, conviction, and crash data are used to determine effectiveness evaluation.

**Planned activities in countermeasure strategy**

| Unique Identifier   | Planned Activity Name                    |
|---------------------|--|
| AL-2020-10-00-00    | Alcohol Public Information & Education   |
| FDLIS-2020-06-00-00 | Alcohol Public Information and Education |

**Planned Activity: Alcohol Public Information & Education**

Planned activity number: AL-2020-10-00-00

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## Intended Subrecipients

HSO

## Countermeasure strategies

| Countermeasure Strategy             |
|-------------------------------------|
| Impaired Driving (Drug and Alcohol) |
| Secondary Prevention                |

## Funding sources

| Source Fiscal Year | 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  |

## Planned Activity: Alcohol Public Information and Education

Planned activity number: FDLIS-2020-06-00-00

Primary Countermeasure Strategy ID:

## Planned Activity Description

This grant provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid, earned and social media), local agency/organization mini-grant agreements, and special education related equipment purchases.

## Intended Subrecipients

HSO

## Countermeasure strategies

| Countermeasure Strategy             |
|-------------------------------------|
| Impaired Driving (Drug and Alcohol) |
| Secondary Prevention                |

## Funding sources

| Source Fiscal Year | Funding Source ID                  | Eligible Use of Funds              | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|------------------------------------|--------------------------|--------------|---------------|
|                    | FAST Act 405d Impaired Driving Mid | 405d Mid Information System (FAST) |                          |              |               |

## Countermeasure Strategy: Occupant Protection (Adult and Child Passenger Safety)

Program Area: Communications (Media)

### Project Safety Impacts

Increase seat belt use, across life span, in order to hold steady unrestrained passenger vehicle occupant fatalities and injuries. The HSO will carry out several comprehensive seat belt campaigns (i.e., CIOT, high visibility enforcement, #TheRightSeat, employer/employee outreach, law enforcement community outreach, etc.) utilizing electronic, print, earned, social and non-traditional sources. The primary target driver population are males ages 18-34 and primarily within the identified Priority Counties and other problem locations.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

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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, 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.

Nebraska Priority Counties

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Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

## Rationale

Through comprehensive campaigns that can be used both statewide and at the local level (focusing first in the Priority Counties), HSO can target seat belt campaigns to effectively reach populations that are resistant to occupant protection and child safety seats.

### Planned activities in countermeasure strategy

| Unique Identifier  | Planned Activity Name                                |
|--------------------|--|
| M2PE-2020-10-00-00 | Occupant Protection Public Information and Education |
| OP-2020-04-00-00   | Occupant Protection Public Information & Education   |

## Planned Activity: Occupant Protection Public Information and Education

Planned activity number: M2PE-2020-10-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding provided to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grant agreements, and special educational related equipment purchases.

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 22 Priority Counties.

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.

#### Location: Rural Traffic Crashes

| Age Group    | Killed     | Used      | Not Used          |
|--------------|------------|-----------|-------------------|
| <15          | 4          | 2         | 2                 |
| 15-19        | 19         | 7         | 12*               |
| 20-24        | 18         | 4         | 14*               |
| 25-34        | 14         | 4         | 10*               |
| 35-44        | 19         | 5         | 14*               |
| 45-54        | 14         | 6         | 8*                |
| 55-64        | 18         | 3         | 15*               |
| 65-74        | 9          | 4         | 5                 |
| >75          | 6          | 3         | 3                 |
| <b>Total</b> | <b>121</b> | <b>38</b> | <b>83 (68.5%)</b> |

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

#### Location: County Road Crashes

| Age Group    | Killed    | Used     | Not Used        |
|--------------|-----------|----------|-----------------|
| <15          | 2         | 1        | 1               |
| 15-19        | 8         | 3        | 5               |
| 20-24        | 7         | 0        | 7*              |
| 25-34        | 7         | 2        | 5*              |
| 35-44        | 6         | 1        | 5               |
| 45-54        | 4         | 1        | 3*              |
| 55-64        | 7         | 0        | 7*              |
| 65-74        | 4         | 1        | 3               |
| >75          | 0         | 0        | 0               |
| <b>Total</b> | <b>45</b> | <b>9</b> | <b>36 (80%)</b> |

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

#### Urban

#### Location: Urban Traffic Crashes

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 1         | 0         | 1               |
| 15-19        | 7         | 1         | 6*              |
| 20-24        | 7         | 1         | 6*              |
| 25-34        | 11        | 0         | 11*             |
| 35-44        | 6         | 0         | 6*              |
| 45-54        | 2         | 1         | 1               |
| 55-64        | 6         | 2         | 4*              |
| 65-74        | 5         | 2         | 3               |
| >75          | 6         | 4         | 2               |
| <b>Total</b> | <b>51</b> | <b>11</b> | <b>40 (78%)</b> |

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

## Intended Subrecipients

Public Health Agencies and Safety Organizations

### Countermeasure strategies

| Countermeasure Strategy                                |
|--|
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

### Funding sources

| Source Fiscal Year | Funding Source ID       | Eligible Use of Funds            | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------------|----------------------------------|--------------------------|--------------|---------------|
|                    | FAST Act<br>405b OP Low | 405b Low Public Education (FAST) | \$140,000.00             | \$35,000.00  | \$0.00        |

## Planned Activity: Occupant Protection Public Information & Education

Planned activity number: OP-2020-04-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

## Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                                |
|--|
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

### Funding sources

| Source Fiscal Year | Funding Source ID     | Eligible Use of Funds      | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-----------------------|----------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act<br>NHTSA 402 | Occupant Protection (FAST) | \$550,000.00             | \$137,500.00 | \$137,500.00  |
| 2020               | FAST Act<br>NHTSA 402 | Occupant Protection (FAST) |                          |              |               |

## 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.

**Associated Performance Measures**

| Fiscal Year | Performance measure name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2020        | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 2020            | 5 Year        | 35.00        |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy                              |
|--|
| Distracted Driving                                   |
| High Visibility Cellphone/Text Messaging Enforcement |

**Countermeasure Strategy: Distracted Driving**

Program Area: Distracted Driving

**Project Safety Impacts**

The HSO will engage in efforts to decrease the apparent increasing trend of distracted driving-related traffic fatalities and serious injuries using high-visibility enforcement efforts combined with distracted driver multimedia campaigns ( One Text or Call could Wreck It All, Drive the Right Message, and You Have One Job).

**Linkage Between Program Area**

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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Rationale

Using comprehensive campaigns that can be used both statewide and at the local level (focusing on Priority Counties), the HSO is able to target distracted driving media and high-visibility enforcement campaigns to effectively reach our target audience.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                             |
|-------------------|---|
| DD-2020-13-00-00  | Distracted Driving Public Information & Education |

#### Planned Activity: Distracted Driving Public Information & Education

Planned activity number: DD-2020-13-00-00

Primary Countermeasure Strategy ID:

#### 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 and social media), and

| NEBRASKA PRIORITY COUNTIES FOR FY2020  |              |                  |                 |               |             |                   |                         |                          |                          |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|--------------------------|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                          |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                          |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population**        |
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511                   |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615                   |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940                    |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083                   |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709                   |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791                   |
| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880                  |
| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493                   |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607                   |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097                    |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272                  |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185                   |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392                   |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996                    |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363                   |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726                   |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350                   |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459                  |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303                   |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989                   |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667                   |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403                    |
| <b>22 County Population</b>  |              |                  |                 |               |             |                   |                         |                          | 1,554,831                |
| <b>Statewide</b>   |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268                |
| <b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>  |              |                  |                 |               |             |                   |                         |                          | <b>81% of Population</b> |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                          |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.<br>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6 |              |                  |                 |               |             |                   |                         |                          |                          |
| **U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19  |              |                  |                 |               |             |                   |                         |                          |                          |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                          |
| Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE  |              |                  |                 |               |             |                   |                         |                          |                          |

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 HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. HSO will assist local organizations with mini-grant agreements to increase public awareness in the 22 priority counties.

### Intended Subrecipients

HSO, SADD and High Schools

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Distracted Driving      |
| Distracted Driving      |

### Funding sources



| Source Fiscal Year | 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   |

## Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

### Project Safety Impacts

The HSO will implement strategies to decrease the increasing trend for traffic fatalities and unintentional injuries, special focus on young drivers (20 and younger). High visibility enforcement activities and media campaigns (earned, paid, and social) will be funded.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

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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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Rationale

HSO is utilizing an evidence-based program that supports increased enforcement of distracted driving in priority counties and young and/or rural drivers.

#### **Planned activities in countermeasure strategy**

### Program Area: Identification & Surveillance

#### Description of Highway Safety Problems

##### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

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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

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population**        |                  |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|--------------------------|------------------|
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511                   |                  |
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| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493                   |                  |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607                   |                  |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097                    |                  |
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| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185                   |                  |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392                   |                  |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996                    |                  |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363                   |                  |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726                   |                  |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350                   |                  |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459                  |                  |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303                   |                  |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989                   |                  |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667                   |                  |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403                    |                  |
| <b>22 County Population</b>  |              |                  |                 |               |             |                   |                         |                          |                          | <b>1,554,831</b> |
| <b>Statewide</b>   |              | <b>5,017</b>     | <b>23.88</b>    | <b>2.63</b>   | <b>0.89</b> | <b>5.10</b>       | <b>20.36</b>            | <b>74.3%</b>             | <b>1,929,268</b>         |                  |
| <p><b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b></p> <p>Data taken from 2017 Standard Summaries, Fatal, A &amp; B (FAB) Injuries, Statewide and County</p> <p>* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.</p> <p>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6</p> <p>**U.S. Census Bureau Population Estimate as of 7/1/2018. <span style="float:right">Revised 6/4/19</span></p> <p>**Population information is used to document the percentage of state's population represented.</p> <p>Nebraska 2017 data is the most current data for the FY2020 Plan <span style="float:right">Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE</span></p> |              |                  |                 |               |             |                   |                         |                          |                          |                  |
|  |              |                  |                 |               |             |                   |                         |                          | <b>81% of Population</b> |                  |

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, 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.

**Nebraska Priority Counties**

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|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                   |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                   |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
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| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |
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| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |
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81% of Population

### Associated Performance Measures

| Fiscal Year | Performance measure name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2020        | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 2020            | 5 Year        | 35.00        |
| 2020        | C-10) Number of pedestrian fatalities (FARS)                              | 2020            | 5 Year        | 19.00        |

|      |  |      |        |      |
|------|--|------|--------|------|
| 2020 | C-11) Number of bicyclists fatalities (FARS) | 2020 | 5 Year | 2.00 |
|------|--|------|--------|------|

### Countermeasure Strategies in Program Area

| Countermeasure Strategy                  |
|--|
| Drowsy Driving                           |
| Highway Safety Office Program Management |
| Traffic Safety                           |
| Youth                                    |

### Countermeasure Strategy: Drowsy Driving

Program Area: Identification & Surveillance

#### Project Safety Impacts

HSO will provide funding to reduce fatalities and unintentional injuries by increasing public awareness, information, and education about the risks associated with drowsy driving. The primary targeted driver populations are young adults ages 16-34 and seniors ages 65-80.

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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 over represented 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.

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## Rationale

The HSO will report the initiatives used, along with the media (paid, earned, and social) and educational messaging that was created and used. Documentation of the activities will be evaluated and reviewed.

### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
|-------------------|-----------------------|

|                  |   |
|------------------|---|
| IS-2020-29-00-00 | Drowsy Driving Public Information & Education |
|------------------|---|

## Planned Activity: Drowsy Driving Public Information & Education

Planned activity number: IS-2020-29-00-00

Primary Countermeasure Strategy ID:

### 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 general public awareness regarding the increasing harms related fatigued/drowsy driving.

### Intended Subrecipients

HSO, high schools, hospitals and local health departments

### Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Drowsy Driving                  |
| Identification and Surveillance |

### Funding sources

| Source Fiscal Year | 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   | \$6,250.00    |

## Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Identification & Surveillance

### 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.

### Linkage Between Program Area

#### Rationale

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name               |
|-------------------|-------------------------------------|
| IS-2020-21-00-00  | Youth Program Coordination          |
| IS-2020-23-00-00  | Traffic Safety Program Coordination |

## Planned Activity: Youth Program Coordination

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

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |

### Funding sources

| Source Fiscal Year | 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: Traffic Safety Program Coordination

Planned activity number: IS-2020-23-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |

### Funding sources

| Source Fiscal Year | 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        |

## Countermeasure Strategy: Traffic Safety

Program Area: Identification & Surveillance

### Project Safety Impacts

The HSO will provide funding to support educational messaging, mini-grant agreements and conduct a public opinion survey of Nebraska drivers. These activities will be traffic safety specific, some supporting our traffic enforcement planned activities, in the areas of young drivers, pedestrians, bicyclists, and railroad crossings. Funding is to assist in the reduction of unintentional related injuries/fatalities.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |           |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |           |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |           |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |           |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |           |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |           |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |           |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |           |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |           |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |           |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          |                   | 1,554,831 |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |           |
| <b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. |              |                  |                 |               |             |                   |                         |                          |                   |           |
| *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE  |              |                  |                 |               |             |                   |                         |                          |                   |           |

## Rationale

The HSO will report the initiatives used, along with the media (paid, earned, and social) and messaging that was created and used. Documentation of the media reach will be collected. The HSO annually reports the findings of the public opinion survey on the HSO website.

### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                         |
|-------------------|---|
| IS-2020-24-00-00  | Traffic Safety Public Information & Education |

## Planned Activity: Traffic Safety Public Information & Education

Planned activity number: IS-2020-24-00-00

Primary Countermeasure Strategy ID:

### 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.

Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver's attitudes and behaviors.

Work with community non-profits to reach a diverse audience (Hispanic and Arabic) to extend the reach of NHTSA's campaign calendar and resources offered on Traffic Safety Marketing and Drivesmart Nebraska

### Intended Subrecipients

Health and Human Services, Local Health Departments, culturally diverse non-profits, BikeWalk Nebraska

### Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Traffic Safety                  |

### Funding sources

| Source Fiscal Year | 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   |

### Countermeasure Strategy: Youth

Program Area: Identification & Surveillance

### Project Safety Impacts

Reduce the number of young drivers (20 and younger) involved in fatal, A, and B crashes, through public information and education messaging using multiple media options to target those drivers. The HSO will support Teens in the Driver Seat, an evidence-based program, providing grant funding to the Nebraska Department of Health and Human Services – Division of Behavioral Health.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Rationale

Teens in the Driver Seat® is a teen driven peer-to-peer educational program that is focused solely on traffic safety and addresses all major driving risks for this age group. A survey of students in the (37) Nebraska High Schools that implemented Teens in the Driver Seat will be used to identify changes in attitudes and behaviors.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                |
|-------------------|--------------------------------------|
| IS-2020-19-00-00  | Youth Public Information & Education |

| NEBRASKA PRIORITY COUNTIES FOR FY2020  |              |                  |                 |               |             |                   |                         |                          |                   |           |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|-----------|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2016 Population** |           |
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |           |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |           |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |           |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |           |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |           |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |           |
| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |           |
| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493            |           |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |           |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |           |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |           |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |           |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |           |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |           |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |           |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |           |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |           |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |           |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |           |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |           |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |           |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |           |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          |                   | 1,554,831 |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |           |
| Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. |              |                  |                 |               |             |                   |                         |                          |                   |           |
| *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                   |           |
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81% of Population

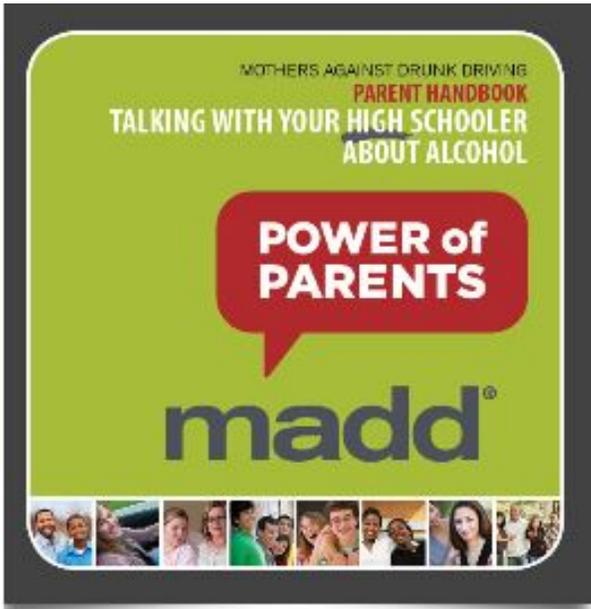
## Planned Activity: Youth Public Information & Education

Planned activity number: IS-2020-19-00-00

Primary Countermeasure Strategy ID:

### 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, Power of Parents and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.



**Intended Subrecipients**

Health and Human Services, School Resource Officers (SRO's), SADD, MADD and High Schools

**Countermeasure strategies**

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Youth                           |

**Funding sources**

| Source Fiscal Year | 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   |

## Program Area: Impaired Driving (Drug and Alcohol)

### Description of Highway Safety Problems

#### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

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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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|--------------------------|-----------------|---------------|--------------|
|-------------|--------------------------|-----------------|---------------|--------------|

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population**    |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|----------------------|
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511               |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615               |
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| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083               |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709               |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791               |
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| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272              |
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| 22 County Population   |              |                  |                 |               |             |                   |                         |                          | 1,554,831            |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268            |
| Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage   |              |                  |                 |               |             |                   |                         |                          | 81%<br>of Population |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                      |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.<br>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6 |              |                  |                 |               |             |                   |                         |                          |                      |
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|      |   |      |        |          |
|------|---|------|--------|----------|
| 2020 | C-1) Number of traffic fatalities (FARS)  | 2020 | 5 Year | 239      |
| 2020 | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2020 | 5 Year | 64.00    |
| 2020 | Fatal, A and B Crashes (State Crash Data)   | 2020 | 5 Year | 4,916.00 |

|      |  |      |        |        |
|------|--|------|--------|--------|
| 2020 | Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)                                     | 2020 | 5 Year | 542.00 |
| 2020 | Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data) | 2020 | 5 Year | 72.00  |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |
| Primary Prevention                       |
| Secondary Prevention                     |
| Tertiary Prevention                      |

### Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

#### 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.

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

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#### Nebraska Priority Counties

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For the purpose of this FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Rationale

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name        |
|-------------------|------------------------------|
| AL-2020-09-00-00  | Alcohol Program Coordination |

#### Planned Activity: Alcohol Program Coordination

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

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

#### Planned Activity Description

This grant provides funds to 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.

#### Intended Subrecipients

HSO

#### Countermeasure strategies

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |

#### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
|------------------------|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| Three                  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |
| Three                  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |
| One                    | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |
| Three                  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |
| Three                  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |
| One                    | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |
| Two                    | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |
| Three                  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493            |
| Three                  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |
| Three                  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |
| One                    | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |
| Three                  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |
| One                    | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |
| Three                  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |
| One                    | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |
| Three                  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |
| Three                  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |
| One/Two                | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |
| One                    | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |
| Three                  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |
| One                    | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |
| Three                  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |

|                      |       |       |      |      |      |       |       |           |           |
|----------------------|-------|-------|------|------|------|-------|-------|-----------|-----------|
| 22 County Population |       |       |      |      |      |       |       |           | 1,554,831 |
| Statewide            | 5,017 | 23.88 | 2.63 | 0.89 | 5.10 | 20.36 | 74.3% | 1,929,268 |           |

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County

\* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.  
\*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6

\*\*U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19  
\*\*Population information is used to document the percentage of state's population represented.

Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE

|  |                    |                |              |             |        |
|--|--------------------|----------------|--------------|-------------|--------|
|  | FAST Act NHTSA 402 | Alcohol (FAST) | \$100,000.00 | \$25,000.00 | \$0.00 |
|--|--------------------|----------------|--------------|-------------|--------|

## Countermeasure Strategy: Primary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Addressing the drug and alcohol-crash problem can be divided into three sections: Primary Prevention (reducing risky drug and alcohol use), Secondary Prevention (separating the drug use and drinking from driving), and Tertiary Prevention (preventing offender recidivism). Primary Prevention projects address those laws, policies, rules, and regulations that specifically target high-risk drinking, impaired driving offenses, underage drinking as well as drug and alcohol availability and limits. Secondary Prevention deals with the impaired driving enforcement (strategies, high visibility enforcement activity, system support, communication

campaign, and training), prosecution (Traffic Safety Resource Prosecutor (TRSP), toxicology, training and outreach), and adjudication (training, sentencing, and monitoring). Tertiary Prevention is both the incapacitation of the convicted impaired driver to prevent further harm and the treatment/corrective action options that are designed to help offenders overcome their recognized substance abuse problems.

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

## Rationale

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
|------------------------|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| Three                  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |
| Three                  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |
| One                    | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |
| Three                  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |
| Three                  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |
| One                    | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |
| Two                    | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |
| Three                  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493            |
| Three                  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |
| Three                  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |
| One                    | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |
| Three                  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |
| One                    | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |
| Three                  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |
| One                    | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |
| Three                  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |
| Three                  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |
| One/Two                | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |
| One                    | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |
| Three                  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |
| One                    | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |
| Three                  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          | 1,554,831         |
|                        | Statewide    | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County

\* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.

\*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6

\*\*U.S. Census Bureau Population Estimate as of 7/1/2018.

Revised 6/4/19

\*\*Population information is used to document the percentage of state's population represented.

Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE

81%  
of Population

HSO will use funding to support model programs that have been validated and have had proven successful outcomes.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name                                 |
|-------------------|---|
| AL-2020-06-00-00  | NE Collegiate Consortium to Reduce High-Risk Drinking |
| AL-2020-18-00-00  | Support of Evidence-Based Environmental Strategies    |
| AL-2020-40-00-00  | Project Night Life Expansion                          |

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

Planned activity number: AL-2020-06-00-00

Primary Countermeasure Strategy ID:

### 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).

### Intended Subrecipients

University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Primary Prevention      |

### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act NHTSA 402 | Alcohol (FAST)        | \$158,050.00             | \$39,512.50  | \$0.00        |

### Planned Activity: Support of Evidence-Based Environmental Strategies

Planned activity number: AL-2020-18-00-00

Primary Countermeasure Strategy ID:

### 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.

## Intended Subrecipients

Project Extra Mile

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Primary Prevention      |

### Funding sources

| Source Fiscal Year | Funding Source ID                  | Eligible Use of Funds                     | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|---|--------------------------|--------------|---------------|
|                    | FAST Act 405d Impaired Driving Mid | 405d Mid Other Based on Problem ID (FAST) |                          |              |               |

## Planned Activity: Project Night Life Expansion

Planned activity number: AL-2020-40-00-00

Primary Countermeasure Strategy ID:

### 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.

## Intended Subrecipients

Omaha Police Department

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Primary Prevention      |

### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
|                    | FAST Act NHTSA 402 | Alcohol (FAST)        | \$135,505.00             | \$33,876.25  | \$135,505.00  |

## Countermeasure Strategy: Secondary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Addressing the drug and alcohol-crash problem can be divided into three sections: Primary Prevention (reducing risky drug and alcohol use), Secondary Prevention (separating the drug use and drinking from driving), and Tertiary Prevention (preventing offender recidivism). Primary Prevention projects address those laws, policies, rules, and regulations that specifically target high-risk drinking, impaired driving offenses, underage drinking as well as drug and alcohol availability and limits. Secondary Prevention deals with the impaired driving enforcement (strategies, high visibility enforcement activity, system support, communication campaign, and training), prosecution (Traffic Safety Resource Prosecutor (TRSP), toxicology, training and outreach), and adjudication (training, sentencing, and monitoring). Tertiary Prevention is both the incapacitation of the convicted impaired driver to prevent further harm and the treatment/corrective action options that are designed to help offenders overcome their recognized substance abuse problems.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

## Rationale

HSO will use funding to support model programs that have been validated and have had proven successful

outcomes.

**Planned activities in countermeasure strategy**

| Unique Identifier     | Planned Activity Name                                   |
|-----------------------|---|
| AL-2020-10-00-00      | Alcohol Public Information & Education                  |
| AL-2020-12-00-00      | Alcohol Selective Overtime Enforcement                  |
| AL-2020-22-00-00      | Enforcing Underage Drinking Laws                        |
| AL-2020-25-00-00      | Traffic Training  |
| AL-2020-39-00-00      | Prosecutorial Response to DUI Crime                     |
| AL-2020-41-00-00      | Judicial Prosecution Training                           |
| FDMDATR-2020-04-00-00 | DRE / ARIDE Training and Recertification                |
| M6X-2020-05-00-00     | Alcohol Selective Overtime Enforcement & System Support |
| FDLIS-2020-06-00-00   | Alcohol Public Information and Education                |
| FDLHVE-2020-07-00-00  | Special Enforcement Mini-Grants                         |
| FDLBAC-2020-11-00-00  | NE State Patrol Toxicology Services                     |

**Planned Activity: Alcohol Public Information & Education**

Planned activity number: AL-2020-10-00-00

Primary Countermeasure Strategy ID:

**Planned Activity Description**

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

**Intended Subrecipients**

HSO

**Countermeasure strategies**

| Countermeasure Strategy             |
|-------------------------------------|
| Impaired Driving (Drug and Alcohol) |
| Secondary Prevention                |

**Funding sources**

| Source Fiscal Year | 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  |

**Planned Activity: Alcohol Selective Overtime Enforcement**

Planned activity number: AL-2020-12-00-00

Primary Countermeasure Strategy ID:

**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 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.

### Intended Subrecipients

State and Local Law Enforcement

#### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

#### Funding sources

| Source Fiscal Year | 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  | \$220,500.00  |

### Planned Activity: Enforcing Underage Drinking Laws

Planned activity number: AL-2020-22-00-00

Primary Countermeasure Strategy ID:

#### 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 22 target counties, however all counties maybe provided funding as deemed appropriate. Intended Subrecipients

State and Local Law Enforcement

#### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

#### Funding sources

| Source Fiscal Year | 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  | \$20,000.00   |
| 2020               | FAST Act NHTSA 402 | Alcohol (FAST)        |                          |              |               |

### Planned Activity: Traffic Training

Planned activity number: AL-2020-25-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Law Enforcement and Safety Advocates

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

### Funding sources

| Source Fiscal Year | 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-2020-39-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Attorney General’s Office

## Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

## Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|-----------------------|--------------------------|--------------|---------------|
|                    | FAST Act NHTSA 402 | Alcohol (FAST)        | \$132,500.00             | \$33,125.00  | \$0.00        |

## Planned Activity: Judicial Prosecution Training

Planned activity number: AL-2020-41-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Supreme Court

## Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

## Funding sources

| Source Fiscal Year | 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   | \$0.00        |

## Planned Activity: DRE / ARIDE Training and Recertification

Planned activity number: FDMDATR-2020-04-00-00

Primary Countermeasure Strategy ID:

### 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.

**Intended Subrecipients**

HSO

**Countermeasure strategies**

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

**Funding sources**

| Source Fiscal Year | Funding Source ID                  | Eligible Use of Funds                     | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|---|--------------------------|--------------|---------------|
|                    | FAST Act 405d Impaired Driving Mid | 405d Mid Drug and Alcohol Training (FAST) |                          |              |               |

**Planned Activity: Alcohol Selective Overtime Enforcement & System Support**

Planned activity number: M6X-2020-05-00-00

Primary Countermeasure Strategy ID:

**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 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 Law enforcement will be involved in impaired driving enforcement operations and two of the annual State impaired driving mobilizations for the following three years. Public information and education information related to the enforcement operations is required.

**Intended Subrecipients**

State and Local Law Enforcement

**Countermeasure strategies**

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

**Funding sources**

| Source Fiscal Year | Funding Source ID                           | Eligible Use of Funds                     | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---|---|--------------------------|--------------|---------------|
|                    | FAST Act<br>405d<br>Impaired<br>Driving Mid | 405d<br>Impaired<br>Driving Mid<br>(FAST) |                          |              |               |

## Planned Activity: Alcohol Public Information and Education

Planned activity number: FDLIS-2020-06-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

This grant provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid, earned and social media), local agency/organization mini-grant agreements, and special education related equipment purchases.

### Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy             |
|-------------------------------------|
| Impaired Driving (Drug and Alcohol) |
| Secondary Prevention                |

### Funding sources

| Source Fiscal Year | Funding Source ID                           | Eligible Use of Funds                       | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---|---|--------------------------|--------------|---------------|
|                    | FAST Act<br>405d<br>Impaired<br>Driving Mid | 405d Mid<br>Information<br>System<br>(FAST) |                          |              |               |

## Planned Activity: Special Enforcement Mini-Grants

Planned activity number: FDLHVE-2020-07-00-00

Primary Countermeasure Strategy ID:

### 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 binge drinking offenders may also coincide with state and national impaired driving crackdowns. Participating state and local law enforcement agencies receive 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.

### Intended Subrecipients

Law Enforcement Local

## Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

## Funding sources

| Source Fiscal Year | Funding Source ID                           | Eligible Use of Funds                     | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---|---|--------------------------|--------------|---------------|
|                    | FAST Act<br>405d<br>Impaired<br>Driving Mid | 405d<br>Impaired<br>Driving Mid<br>(FAST) |                          |              |               |

## Planned Activity: NE State Patrol Toxicology Services

Planned activity number: FDLBAC-2020-11-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

This project provides funding 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 alcohol/drug impaired driving. The number of days to complete analysis must allow sufficient time for prosecutors to file charges.

### Intended Subrecipients

State Patrol

## Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Secondary Prevention    |

## Funding sources

| Source Fiscal Year | Funding Source ID                           | Eligible Use of Funds                              | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|---|--|--------------------------|--------------|---------------|
|                    | FAST Act<br>405d<br>Impaired<br>Driving Mid | 405d Mid<br>Other Based<br>on Problem<br>ID (FAST) |                          |              |               |

## Countermeasure Strategy: Tertiary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### Project Safety Impacts

Addressing the drug and alcohol-crash problem can be divided into three sections: Primary Prevention (reducing risky drug and alcohol use), Secondary Prevention (separating the drug use and drinking from

driving), and Tertiary Prevention (preventing offender recidivism). Primary Prevention projects address those laws, policies, rules, and regulations that specifically target high-risk drinking, impaired driving offenses, underage drinking as well as drug and alcohol availability and limits. Secondary Prevention deals with the impaired driving enforcement (strategies, high visibility enforcement activity, system support, communication campaign, and training), prosecution (Traffic Safety Resource Prosecutor (TRSP), toxicology, training and outreach), and adjudication (training, sentencing, and monitoring). Tertiary Prevention is both the incapacitation of the convicted impaired driver to prevent further harm and the treatment/corrective action options that are designed to help offenders overcome their recognized substance abuse problems.

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

## Rationale

HSO will use funding to support model programs that have been validated and have had proven successful outcomes.

### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                 |
|-------------------|---------------------------------------|
| AL-2020-08-00-00  | Felony Motor Vehicle Prosecution Unit |

|                  |   |
|------------------|---|
| AL-2020-17-00-00 | Court Monitoring Evaluation and Education Project |
|------------------|---|

## Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned activity number: AL-2020-08-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Funding assistance to the Douglas County Attorney’s Office to enhance community safety by reducing the number of cases with reduced charges, increasing the conviction rate, and maintaining an active caseload through the court system. Funded activity will include educating local law enforcement agencies/personnel to ensure there is sufficient evidence for felony charges and thereby obtaining successful felony convictions. The activities will also include providing local training for ARIDE to law enforcement and training around drug-related trends.

### Intended Subrecipients

Douglas County, Douglas County Attorney’s Office

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Tertiary Prevention     |

### Funding sources

| Source Fiscal Year | Funding Source ID                  | Eligible Use of Funds         | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|------------------------------------|-------------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act 405d Impaired Driving Mid | 405d Mid Court Support (FAST) |                          |              |               |

## Planned Activity: Court Monitoring Evaluation and Education Project

Planned activity number: AL-2020-17-00-00

Primary Countermeasure Strategy ID:

### 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 15 priority counties identified by 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.

## Intended Subrecipients

Mothers Against Drunk Driving (MADD)

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Tertiary Prevention     |

### Funding sources

| Source Fiscal Year | Funding Source ID     | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-----------------------|-----------------------|--------------------------|--------------|---------------|
|                    | FAST Act<br>NHTSA 402 | Alcohol<br>(FAST)     | \$184,704.00             | \$46,176.00  | \$184,704.00  |

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

#### 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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

81% of Population

**Associated Performance Measures**

| Fiscal Year | Performance measure name                                 | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2020        | C-7) Number of motorcyclist fatalities (FARS)            | 2020            | 5 Year        | 24.00        |
| 2020        | C-8) Number of unhelmeted motorcyclist fatalities (FARS) | 2020            | 5 Year        | 2.00         |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy   |
|---------------------------|
| Motorcycle Rider Training |

### Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

#### Project Safety Impacts

HSO will provide funding to Department of Motor Vehicles (DMV) for Motorcycle Instructor Update Class, New Motorcycle Instructor Training, and Quality Assurance Training and site visits. Funding for this area will serve to reduce the number of single and multi-vehicle crashes involving motorcycles.

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

### Rationale

Motorcycle training is a proven strategy to increase operator knowledge and decrease operator involvement with motor-vehicle crash incidents.

## Planned activities in countermeasure strategy

| Unique Identifier  | Planned Activity Name                       |
|--------------------|---|
| M9MA-2020-01-00-00 | Motorcycle Public Information and Education |
| M9MT-2020-02-00-00 | Motorcycle Training Assistance              |

### Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2020-01-00-00

Primary Countermeasure Strategy ID:

#### Planned Activity Description

##### Motorcycle Safety Training

NDOT-HSO will provide funding to Department of Motor Vehicles (DMV) for Motorcycle Instructor Update Class, New Motorcycle Instructor Training, and Quality Assurance Training and Visits. Additional opportunities for training will include International Education and Training System (IRETS) Conference, 3-Wheel Basic Rider Course (3WBRC), and New Curriculum Online Training.

##### Motorcycle Public Information & Education (Communication Campaign)

NDOT-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. NDOT-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).

##### Communication campaign (405F)

###### TARGET:

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

Nebraska’s target is to decrease the increasing trend for motorcyclist fatalities by 2 percent from 21 (2013-2017 5 year rolling average) to 24, by December 31, 2020.

##### Objectives

- The objectives of this project are to; increase the public’s knowledge, in targeted counties, to reduce the incidence of motorcycle crashes, increase motorcycle awareness with the motoring public, and support traffic safety messaging through media campaigns, social media, education and enforcement.
- The objectives are to increase the educational messages to priority counties, across the state, through funding specifically aimed at supporting motorcycle awareness, to motivate the public to look for motorcyclists, and encourage law enforcement to provide citations when the law is not followed.

##### Mass Media campaign

| Organization/Stakeholder   | P I amp E                      | Frequency  | Reach   |
|----------------------------|--------------------------------|--|---|
| AllOver Media              | Motorcycle Awareness Activity  | April – June<br>Approximately 30 target communities amp trucks running statewide<br>April – June<br>Approximately 30 target communities amp trucks running statewide | 10,000,000 impressions statewide and 63,000 in target community |
| Drive Smart NE Coalition   | Meetings amp Activity          | Quarterly  | 50 members  |
| Sheriff’s Association      | Share The Road Messaging       | Spring   | 2,600 distribution  |
| Brain Injury Alliance – NE | Use Your Head Wear Your Helmet | Summer<br>Billboards<br>Summer<br>Billboards   | 1,600,000 impressions   |

Communication campaign (405F)

Earned Media

| Activity                | P I amp E                               | Frequency                                  | Reach                      |
|-------------------------|---|--|----------------------------|
| Social Media            | Share the Road and Look Twice Messaging | April – November, Special attention to May | 25,000 impressions monthly |
| Nebraska Safety Council | Motorcycle safety article in newsletter | May and September                          | 60,000 impressions         |

### Intended Subrecipients

HSO and safety councils

### Countermeasure strategies

| Countermeasure Strategy         |
|---------------------------------|
| Identification and Surveillance |
| Motorcycle Rider Training       |

### Funding sources

| Source Fiscal Year | 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: Motorcycle Training Assistance

Planned activity number: M9MT-2020-02-00-00

Primary Countermeasure Strategy ID:

## 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.

## Intended Subrecipients

State authority agency Nebraska Department of Motor Vehicles

State authority name/title Rhonda Lahm, Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved Curricula Motorcycle Rider Safety Foundation Course

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 NDOT-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 NDOT-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 NDOT-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 FY2020, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

July 2018 – June 2019 Course Schedule

| County   |      |         |         |         | Year |         |         |          | Course Schedule |         |       |         |  |
|--|------|---------|---------|---------|------|---------|---------|----------|-----------------|---------|-------|---------|--|
| Adams County – Central Community College – Hastings                        |      |         |         |         |      |         |         |          |                 |         |       |         |  |
| Adams  | 2018 |         | 8/25-26 | 9/15-16 |      | 9/22-23 | 9/29-30 | 10/13-14 |                 |         |       |         |  |
| Adams  | 2019 |         | 4/6-7   | 4/13-14 |      | 4/20-21 | 5/11-12 | 5/18-19  |                 | 6/1-2   | 6/8-9 | 6/15-16 |  |
| Buffalo County - Nebraska Safety Center – University of Nebraska - Kearney |      |         |         |         |      |         |         |          |                 |         |       |         |  |
| Buffalo  | 2018 | 7/14-15 |         | 7/28-29 |      | 8/18-19 | 8/25-26 | 9/8-9    |                 | 9/15-16 |       |         |  |

|  |      |          |          |         |  |          |         |         |  |          |         |         |          |
|--|------|----------|----------|---------|--|----------|---------|---------|--|----------|---------|---------|----------|
| Buffalo  | 2019 | 4/27-28  |          | 5/4-5   |  | 5/18-19  | 6/1-2   | 6/15-16 |  |          |         |         |          |
| Dakota County - Western Iowa Motorcycle Training, LLC    |      |          |          |         |  |          |         |         |  |          |         |         |          |
| Dakota   | 2018 | 6/29-7/1 |          | 7/27-29 |  | 8/10-12  | 8/24-26 | 9/7-9   |  | 9/21-22  |         |         |          |
| Dakota   | 2019 | 4/12-14  |          | 4/26-28 |  | 5/3-5    | 5/10-12 | 5/17-19 |  | 6/14-16  | 6/21-23 | 6/28-30 |          |
| Douglas County - Dillon Brothers Harley-Davidson - Omaha |      |          |          |         |  |          |         |         |  |          |         |         |          |
| Douglas  | 2018 |          | 6/26-7/1 | 7/3-8   |  | 7/10-15  | 7/17-19 | 7/24-29 |  | 7/31-8/5 | 8/7-12  | 8/11-12 | 8/14-19  |
|  |      |          | 8/21-26  | 8/28-30 |  | 9/4-9    | 9/11-16 | 9/18-23 |  | 9/25-30  | 10/2-4  | 10/2-7  | 10/16-21 |
| Lancaster County - Nebraska Safety Council - Lincoln     |      |          |          |         |  |          |         |         |  |          |         |         |          |
| Lancaster  | 2018 |          | 7/6-8    | 7/27-29 |  | 8/3-5    | 8/24-26 | 9/7-9   |  | 9/14-16  | 9/21-23 | 10/5-7  | 10/12-14 |
|  |      |          | 10/19-21 |         |  |          |         |         |  |          |         |         |          |
| Lancaster  | 2019 |          | 5/17-19  | 5/24-26 |  | 5/31-6/2 | 6/7-9   | 6/14-16 |  | 6/21-23  | 6/28-30 |         |          |

|  |      |          |  |         |  |         |          |          |  |         |         |         |
|--|------|----------|--|---------|--|---------|----------|----------|--|---------|---------|---------|
| Lancaster County - Southeast Community College - Lincoln |      |          |  |         |  |         |          |          |  |         |         |         |
| Lancaster  | 2018 | 6/29-7/1 |  | 7/13-15 |  | 7/27-29 | 8/10-11  | 8/24-26  |  | 9/7-9   | 9/21-23 | 10/5-7  |
| Lancaster County - Frontier Harley-Davidson - Lincoln    |      |          |  |         |  |         |          |          |  |         |         |         |
| Lancaster  | 2018 | 7/10-12  |  | 7/17-19 |  | 7/24-26 | 7/31-8/2 | 8/7-9    |  | 8/14-16 | 8/21-23 | 8/28-30 |
|  |      | 9/11-13  |  | 9/18-20 |  | 9/25-28 | 10/2-4   |          |  |         |         |         |
| Lancaster  | 2019 | 4/2-4    |  | 4/9-11  |  | 4/16-18 | 4/23-25  | 4/30-5/2 |  | 5/7-9   | 5/14-16 | 5/21-23 |
|  |      | 6/4-6    |  | 6/25-27 |  |         |          |          |  |         |         |         |
| Madison County - Northeast Community College - Norfolk   |      |          |  |         |  |         |          |          |  |         |         |         |
| Madison  | 2018 | 7/27-29  |  | 8/3-5   |  | 9/28-30 | 10/5-7   |          |  |         |         |         |
| Madison  | 2019 | 6/21-23  |  | 6/28-30 |  |         |          |          |  |         |         |         |

|   |      |               |  |             |  |             |             |             |  |             |             |             |             |
|---|------|---------------|--|-------------|--|-------------|-------------|-------------|--|-------------|-------------|-------------|-------------|
| Sarp<br>y<br>Coun<br>ty -<br>Moto<br>rcycl<br>e<br>Safet<br>y<br>Progr<br>am<br>Sarp<br>y<br>Coun<br>ty<br>Law<br>Enfo<br>rcem<br>ent –<br>Papil<br>lion/<br>Belle<br>vue |      |               |  |             |  |             |             |             |  |             |             |             |             |
| Sarp<br>y   | 2018 | 6/30-<br>7/ 1 |  | 7/13-<br>15 |  | 7/14-<br>15 | 7/20-<br>22 | 7/27-<br>29 |  | 8/10-<br>12 | 8/17-<br>19 | 8/24-<br>26 | 9/8-9       |
|   |      | 9/14-<br>16   |  | 9/15-<br>16 |  | 9/21-<br>23 | 9/28-<br>30 | 10/6-<br>7  |  |             |             |             |             |
| Sarp<br>y   | 2019 | 4/12-<br>14   |  | 4/26-<br>28 |  | 4/27-<br>28 | 5/3-5       | 5/4-5       |  | 5/10-<br>12 | 5/11-<br>12 | 5/17-<br>19 | 5/18-<br>19 |
|   |      | 5/24-<br>26   |  | 5/25-<br>26 |  | 6/14-<br>16 | 6/21-<br>23 | 6/22-<br>23 |  | 6/28-<br>30 | 6/29-<br>30 |             |             |

| Area   | Name  | Address  | City/Town                    |
|--|---|--|------------------------------|
| Adams<br>CountyHastings,<br>NEAdams<br>CountyHastings, NE                  | Central Community<br>CollegeHastings<br>CampusCentral<br>Community<br>CollegeHastings<br>Campus | 550 S. Technical<br>Blvd, East Hwy 6   | Hastings, NE 68901           |
| Buffalo<br>CountyKearney,<br>NEBuffalo<br>CountyKearney, NE                | Nebraska Safety<br>Center – University<br>of Nebraska -<br>Kearney                              | 227E West Center<br>BuildingUNK<br>Campus227E West<br>Center BuildingUNK<br>Campus | Kearney, NE 68849            |
| Dakota<br>CountyNortheast<br>NebraskaDakota<br>CountyNortheast<br>Nebraska | Western Iowa Tech<br>Community College  | Box 5199   | Sioux City, IA<br>51102-5199 |
| Douglas<br>CountyOmaha,<br>NEDouglas<br>CountyOmaha, NE                    | Dillon Brothers<br>Harley-Davidson  | 3838 N. HWS<br>Cleveland Blvd  | Omaha, NE 68116              |

|  |  |                               |                        |
|--|--|-------------------------------|------------------------|
| Lancaster County<br>Lincoln, NE<br>Lancaster County<br>Lincoln, NE               | Nebraska Safety Council  | 3270 Folkways Blvd., Ste. 201 | Lincoln, NE 68504      |
| Lancaster County<br>Lincoln, NE<br>Lancaster County<br>Lincoln, NE               | Southeast Community College<br>Lincoln Campus<br>Southeast Community College<br>Lincoln Campus | 8800 O St.                    | Lincoln, NE 68520      |
| Lancaster County<br>Lincoln, NE<br>Lancaster County<br>Lincoln, NE               | Frontier Harley Davidson   | 205 NW 40th St.               | Lincoln, NE 68528      |
| Lincoln County<br>North Platte, NE<br>Lincoln County<br>North Platte, NE         | Mid Plains Community College   | 1101 Halligan Dr.             | North Platte, 69101    |
| Madison County<br>Norfolk, NE<br>Madison County<br>Norfolk, NE                   | Northeast Community College<br>Norfolk Campus<br>Northeast Community College<br>Norfolk Campus | 801 E. Benjamin Ave           | Norfolk, NE 68702-0469 |
| Sarpy County<br>Bellevue/Papillion, NE<br>Sarpy County<br>Bellevue/Papillion, NE | Nebraska Motorcycle Safety Training, Division of Sarpy County Law Enforcement                  | 1209 Golden Gate Dr.          | Papillion, NE 68005    |

As of June 2019

#### Nebraska 2018 Motorcycle Registration Data

According to the most recent available motorcycle registration data from the Nebraska Department of Motor Vehicles, there were 53,566 registered motorcycles in the 93 Nebraska counties.

Rider training courses were offered in the following Nebraska counties between July 2018 and June 2019: Adams, Buffalo, Dakota, Douglas, Lancaster, Madison, and Sarpy. In order to serve resident riders in the South Sioux City/Dakota County who are members of the Siouxland Interstate Metropolitan Planning Council (SIMPCO) area in far northeast Nebraska, Nebraska certified instructors provide training to Nebraska residents at the Western Iowa Tech Community College range location immediately across the Missouri River in Sioux City, Iowa.

The seven Nebraska county locations of course offerings have a total of 26,273 (49%) of the state's registered motorcycles which includes Dakota County. We believe as a member of SIMPCO, the Dakota County registration numbers should also be taken into account.

County or Political Subdivision    Number of registered motorcycles

| County or Political Subdivision | Number of registered motorcycles |
|---------------------------------|----------------------------------|
| Adams                           | 1,031                            |
| Buffalo                         | 1,534                            |

|             |        |
|-------------|--------|
| Dakota      | 528    |
| Douglas     | 10,335 |
| Lancaster   | 6,604  |
| Lincoln     | 1,471  |
| Madison     | 1,218  |
| Sarpy       | 5,023  |
| State Total | 53,597 |

Source: Nebraska Department of Motor Vehicles - 2018

### Motorcycle Awareness Program

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

| County or Political Subdivision | # of MCC involving another motor vehicle |
|---------------------------------|--|
| Buffalo                         | 4  |
| Dakota                          | 5  |
| Dodge                           | 8  |
| Douglas                         | 101                                      |
| Hall                            | 12                                       |
| Lancaster                       | 62                                       |
| Lincoln                         | 10                                       |
| Madison                         | 4  |
| Platte                          | 11                                       |
| Sarpy                           | 19                                       |
| Washington                      | 4  |
| State Total                     | 269                                      |

Source: Nebraska Department of Transportation - 2018

### Countermeasure strategies

| Countermeasure Strategy   |
|---------------------------|
| Motorcycle Rider Training |

### Funding sources

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

|      |  |  |  |  |  |
|------|--|--|--|--|--|
| 2020 | FAST Act<br>405f<br>Motorcycle<br>Programs | 405f<br>Motorcyclist<br>Training<br>(FAST) |  |  |  |
|------|--|--|--|--|--|

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

### Description of Highway Safety Problems

#### Nebraska Occupant Protection Plan

#### How Significant is the Problem?

On Nebraska roadways, there were 505 unbelted vehicle occupant fatalities during 2013-2017, which is an average of 101 fatalities per year. This accounts for 45% of all traffic fatalities during the five-year period and approximately 56% of all vehicle occupant fatalities.

During 2013-2018, reported safety belt usage in Nebraska had a range of 79.1% in 2013, 79.0% in 2014, 79.6% in 2015, 83.3% in 2016, 85.9% in 2017 and 86.0% in 2018.

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 2 percent from 102 (2013-2017 rolling average) to 102, by December 31, 2020.

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

#### 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.

There were 73 nighttime fatalities (6 PM – 6 AM) and 51 (69%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017 data source.

Rural nighttime fatalities show that 51 individuals were killed and 40 (78%) were unrestrained.

Urban nighttime fatalities indicate that there were 22 individuals killed and 19 (86%) were unrestrained.

**Location: Rural Traffic Crashes**

| Age Group    | Killed     | Used      | Not Used          |
|--------------|------------|-----------|-------------------|
| <15          | 4          | 2         | 2                 |
| 15-19        | 19         | 7         | 12*               |
| 20-24        | 18         | 4         | 14*               |
| 25-34        | 14         | 4         | 10*               |
| 35-44        | 19         | 5         | 14*               |
| 45-54        | 14         | 6         | 8*                |
| 55-64        | 18         | 3         | 15*               |
| 65-74        | 9          | 4         | 5                 |
| >75          | 6          | 3         | 3                 |
| <b>Total</b> | <b>121</b> | <b>38</b> | <b>83 (68.5%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Location: County Road Crashes**

| Age Group    | Killed    | Used     | Not Used        |
|--------------|-----------|----------|-----------------|
| <15          | 2         | 1        | 1               |
| 15-19        | 8         | 3        | 5               |
| 20-24        | 7         | 0        | 7*              |
| 25-34        | 7         | 2        | 5*              |
| 35-44        | 6         | 1        | 5               |
| 45-54        | 4         | 1        | 3*              |
| 55-64        | 7         | 0        | 7*              |
| 65-74        | 4         | 1        | 3               |
| >75          | 0         | 0        | 0               |
| <b>Total</b> | <b>45</b> | <b>9</b> | <b>36 (80%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Urban**

**Location: Urban Traffic Crashes**

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 1         | 0         | 1               |
| 15-19        | 7         | 1         | 6*              |
| 20-24        | 7         | 1         | 6*              |
| 25-34        | 11        | 0         | 11*             |
| 35-44        | 6         | 0         | 6*              |
| 45-54        | 2         | 1         | 1               |
| 55-64        | 6         | 2         | 4*              |
| 65-74        | 5         | 2         | 3               |
| >75          | 6         | 4         | 2               |
| <b>Total</b> | <b>51</b> | <b>11</b> | <b>40 (78%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Nebraska Occupant Protection Coordination**

The NDOT-HSO Traffic Safety Specialist, Simera Reynolds, serves as the State’s Occupant Protection Coordinator. The NDOT-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 FY2020 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.

**Occupant Protection Planned Activities**

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

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 1         | 0         | 1               |
| 15-19        | 17        | 4         | 13              |
| 20-24        | 11        | 1         | 10              |
| 25-34        | 14        | 2         | 12              |
| 35-44        | 11        | 1         | 10              |
| 45-54        | 6         | 2         | 4               |
| 55-64        | 8         | 2         | 6               |
| 65-74        | 3         | 1         | 2               |
| >75          | 2         | 1         | 1               |
| <b>Total</b> | <b>73</b> | <b>14</b> | <b>59 (80%)</b> |

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

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

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 0         | 0         | 0               |
| 15-19        | 14        | 4         | 10              |
| 20-24        | 8         | 1         | 7               |
| 25-34        | 8         | 2         | 6               |
| 35-44        | 6         | 1         | 5               |
| 45-54        | 6         | 2         | 4               |
| 55-64        | 6         | 1         | 5               |
| 65-74        | 2         | 0         | 2               |
| >75          | 1         | 0         | 1               |
| <b>Total</b> | <b>51</b> | <b>11</b> | <b>40 (78%)</b> |

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

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

| Age Group    | Killed    | Used     | Not Used        |
|--------------|-----------|----------|-----------------|
| <15          | 1         | 0        | 1               |
| 15-19        | 3         | 0        | 3               |
| 20-24        | 3         | 0        | 3               |
| 25-34        | 6         | 0        | 6               |
| 35-44        | 5         | 0        | 5               |
| 45-54        | 0         | 0        | 0               |
| 55-64        | 2         | 1        | 1               |
| 65-74        | 1         | 1        | 0               |
| >75          | 1         | 1        | 0               |
| <b>Total</b> | <b>22</b> | <b>3</b> | <b>19 (86%)</b> |

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

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 2020)

## Drive Smart Nebraska Work Group (occupant protection)

### Teens in the Driver Seat

#### Occupant Protection Assessment (Feb. 2020)

#### Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2020. The NDOT-Highway Safety Office (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 2020 the NDOT- 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 carryout pre and post paid media.

In addition to the nationally designated CIOT enforcement period of May 2020, the NDOT-HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, 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, 2019 (60% of funding to support nighttime enforcement) .

#### Communication Campaign (paid, earned and social media)

The NDOT-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 NDOT-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 NDOT-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 NDOT-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 amp 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 22 Priority Counties (see above) FY2020 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 NDOT-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.

#### Child Passenger Safety Program

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

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 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.

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 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 take part in Child Passenger Safety Month (September).

The NDOT-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 22 Priority Counties.

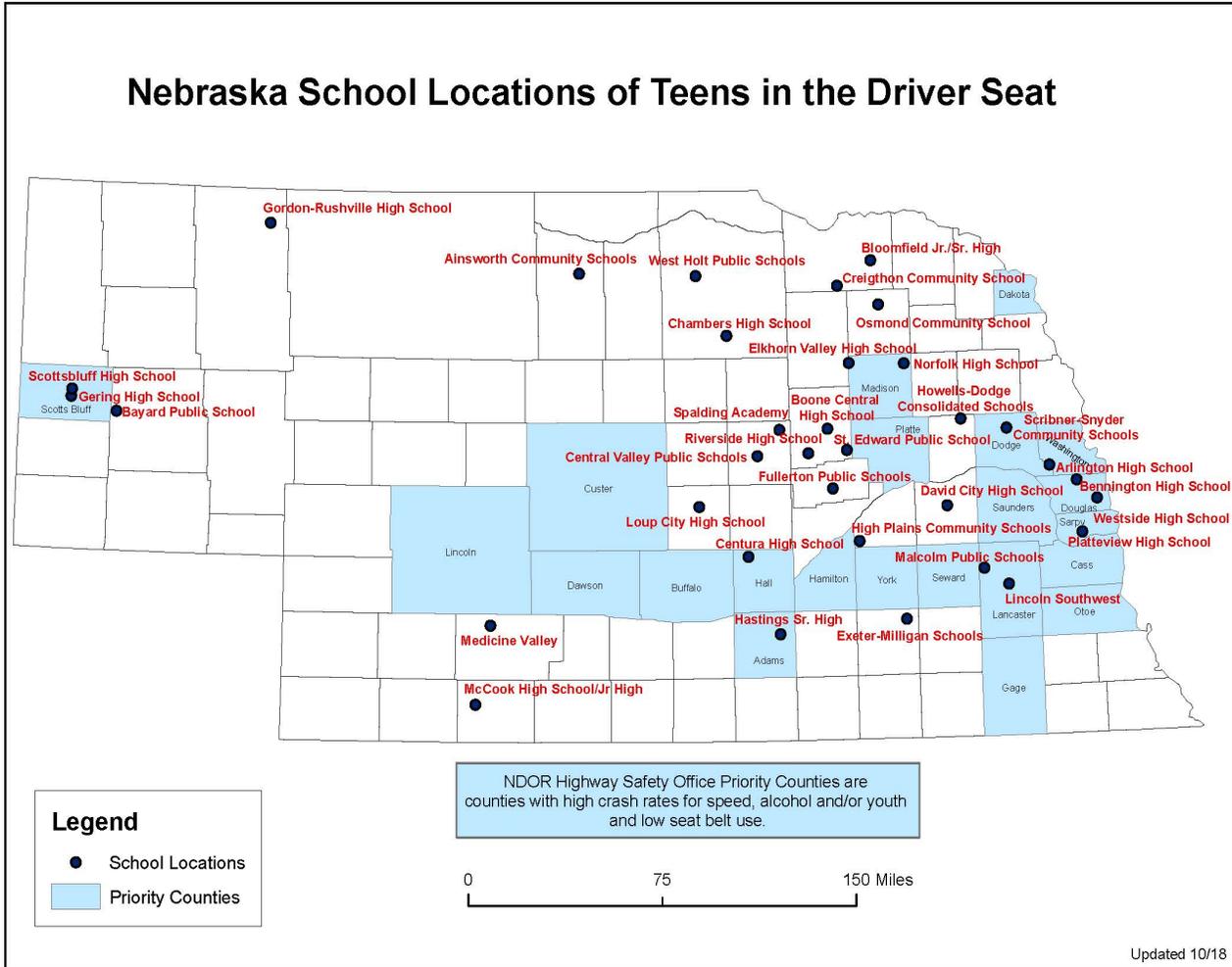
#### Drive Smart Nebraska ad hoc Work Group

The NDOT-HSO works directly with the Drive Smart Nebraska (DSN) ad hoc work group consisting of 48 public and private partners, committed to using evidenced-based programs and policies to increase occupant restraint use, educate communities, and carry out promotional messaging through the year. 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, movie theater pre-roll and banners). <https://drivesmartne.org/>

#### 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 nationally recognized

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, night time driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 32 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.



### Associated Performance Measures

| Fiscal Year | Performance measure name   | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2020        | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 2020            | 5 Year        | 102          |

|      |  |      |        |          |
|------|--|------|--------|----------|
| 2020 | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | 2020 | 5 Year | 90.40    |
| 2020 | Youth-Involved Fatal, A and B Crashes (State Crash Data)                                   | 2020 | 5 Year | 1,313.00 |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy                               |
|---|
| Child Restraint System Inspection Station(s)          |
| Highway Safety Office Program Management              |
| Short-term, High Visibility Seat Belt Law Enforcement |

### Countermeasure Strategy: Child Restraint System Inspection Station(s)

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

#### Project Safety Impacts

Increase observed seatbelt use, through education and information to parents, caregivers and extended family members. Using trained Child Passenger Safety Technicians to educate and work with the local public. HSO activity will see a reduction in misuse and higher use of car safety seats in rear seating positions. Hold steady unrestrained passengers vehicle occupant fatalities, all seat positions.

#### Child Passenger Safety Program

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

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST)

Trainings across the state to increase certified technicians, adding approximately 80 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 (391) to attend and receive continuing education units to maintain certification.

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. The rural, at-risk populations, have low seat belt usage as identified in our 22 Priority Counties. 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 take part in Child Passenger Safety Month (September).

The NDOT-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 22 Priority Counties

| <b>Nebraska Child Passenger Inspection Stations</b> |               |                   |    |               |                   |
|---|---------------|-------------------|----|---------------|-------------------|
| <b>Counties Served by Population Total</b>          |               |                   |    |               |                   |
|   | <b>County</b> | <b>Population</b> |    | <b>County</b> | <b>Population</b> |
| 1   | Adams         | 31,511            | 28 | Jefferson     | 7,097             |
| 2   | Antelope      | 6,685             | 29 | Kearney       | 6,544             |
| 3   | Boone         | 5,239             | 30 | Keith         | 8,021             |
| 4   | Box Butte     | 10,772            | 31 | Lancaster     | 31,7272           |
| 5   | Boyd          | 1,955             | 32 | Lincoln       | 35,185            |
| 6   | Buffalo       | 49,615            | 33 | Logan         | 749               |
| 7   | Burt          | 6,488             | 34 | Madison       | 35,392            |
| 8   | Butler        | 8,058             | 35 | Merrick       | 7,733             |
| 9   | Cass          | 26,159            | 36 | Morrill       | 4,686             |
| 10  | Clay          | 8,446             | 37 | Nance         | 3,532             |
| 11  | Colfax        | 10,881            | 38 | Nuckolls      | 4,195             |
| 12  | Cuming        | 8,940             | 39 | Phelps        | 8,996             |
| 13  | Dawes         | 8,716             | 40 | Pierce        | 7,142             |
| 14  | Dawson        | 2,370             | 41 | Polk          | 5,278             |
| 15  | Dodge         | 36,791            | 42 | Rock          | 1,360             |
| 16  | Douglas       | 566,880           | 43 | Sarpy         | 184,459           |
| 17  | Fillmore      | 5,527             | 44 | Saunders      | 21,303            |
| 18  | Franklin      | 3,023             | 45 | Seward        | 17,318            |
| 19  | Frontier      | 2,608             | 46 | Sheridan      | 5,190             |
| 20  | Furnas        | 4,715             | 47 | Sioux         | 1,187             |
| 21  | Gage          | 21,493            | 48 | Stanton       | 5,970             |
| 22  | Gosper        | 1,996             | 49 | Thayer        | 5,039             |
| 23  | Greely        | 2,356             | 50 | Thurston      | 7,303             |
| 24  | Hall          | 61,607            | 51 | Washington    | 20,667            |
| 25  | Hamilton      | 9,280             | 52 | Wayne         | 9,403             |
| 26  | Harlan        | 6,401             | 53 | Webster       | 3,533             |
| 27  | Holt          | 10,178            | 54 | York          | 13,772            |
|   |               | <b>TOTAL</b>      |    |               | <b>1,667,016</b>  |
| <b>Total State Population</b>                       |               |                   |    |               | 1,929,268         |
| <b>Percent of Counties Represented</b>              |               |                   |    |               | <b>86.4%</b>      |

*Source: Population Estimate as of July 2018, U.S. Census Bureau, 2018*

The Drive Smart Nebraska webpage will continue to be a resource to parents, families, technicians and the public as HSO and DHHS work collaboratively to continue to educate public about the new law, rear facing until age two and booster seat until age 8. <https://drivesmartne.org/get-seatiated/>

### Linkage Between Program Area

#### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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.

CHILDREN'S CAR SEATS EVOLVE AS THEY GROW. STARTING **JANUARY 1, 2019**, CHILDREN MUST:

**UP TO AGE 2**  
Ride rear-facing in a secured car seat

**UP TO AGE 8**  
Ride secured in a car seat or booster seat

**UP TO AGE 8**  
Ride in the back seat

#GETSEATIATED FIND MORE INFORMATION AT DRIVESMARTNE.ORG

DRIVE SMART NEBRASKA

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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been

selected based upon crash data from the previous five years.

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

## Rationale

Child Restraint Inspection stations and community check events increase proper use of child safety seats, educate parents, caregivers and the public, sustain our certified child passenger safety technicians (391) and allows for a wide reach across the state.

### Planned activities in countermeasure strategy

| Unique Identifier   | Planned Activity Name                                |
|---------------------|--|
| M2CSS-2020-12-00-00 | Child Passenger Safety CSS Purchase and Distribution |
| M2TR-2020-09-00-00  | Child Passenger Safety Training                      |

### Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity number: M2CSS-2020-12-00-00

Primary Countermeasure Strategy ID:

### 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 check up 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.

### Intended Subrecipients

Local Health Organizations and Safe Kids Community Groups

### Countermeasure strategies

| Countermeasure Strategy                      |
|--|
| Child Restraint System Inspection Station(s) |

### Funding sources

| Source Fiscal Year | Funding Source ID       | Eligible Use of Funds                     | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------------|---|--------------------------|--------------|---------------|
|                    | FAST Act<br>405b OP Low | 405b Low CSS Purchase/Distribution (FAST) | \$27,000.00              | \$6,750.00   | \$0.00        |

### Planned Activity: Child Passenger Safety Training

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

Primary Countermeasure Strategy ID:

### 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) 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 agreement process to increase inspection stations and ensure there is access to child safety seats for rural and low-income parents/caregivers.

**Location: Rural Traffic Crashes**

| Age Group    | Killed     | Used      | Not Used          |
|--------------|------------|-----------|-------------------|
| <15          | 4          | 2         | 2                 |
| 15-19        | 19         | 7         | 12*               |
| 20-24        | 18         | 4         | 14*               |
| 25-34        | 14         | 4         | 10*               |
| 35-44        | 19         | 5         | 14*               |
| 45-54        | 14         | 6         | 8*                |
| 55-64        | 18         | 3         | 15*               |
| 65-74        | 9          | 4         | 5                 |
| >75          | 6          | 3         | 3                 |
| <b>Total</b> | <b>121</b> | <b>38</b> | <b>83 (68.5%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Location: County Road Crashes**

| Age Group    | Killed    | Used     | Not Used        |
|--------------|-----------|----------|-----------------|
| <15          | 2         | 1        | 1               |
| 15-19        | 8         | 3        | 5               |
| 20-24        | 7         | 0        | 7*              |
| 25-34        | 7         | 2        | 5*              |
| 35-44        | 6         | 1        | 5               |
| 45-54        | 4         | 1        | 3*              |
| 55-64        | 7         | 0        | 7*              |
| 65-74        | 4         | 1        | 3               |
| >75          | 0         | 0        | 0               |
| <b>Total</b> | <b>45</b> | <b>9</b> | <b>36 (80%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Urban**

**Location: Urban Traffic Crashes**

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 1         | 0         | 1               |
| 15-19        | 7         | 1         | 6*              |
| 20-24        | 7         | 1         | 6*              |
| 25-34        | 11        | 0         | 11*             |
| 35-44        | 6         | 0         | 6*              |
| 45-54        | 2         | 1         | 1               |
| 55-64        | 6         | 2         | 4*              |
| 65-74        | 5         | 2         | 3               |
| >75          | 6         | 4         | 2               |
| <b>Total</b> | <b>51</b> | <b>11</b> | <b>40 (78%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Intended Subrecipients**

HSO

**Countermeasure strategies**

| Countermeasure Strategy                      |
|--|
| Child Restraint System Inspection Station(s) |

**Funding sources**

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

**Countermeasure Strategy: Highway Safety Office Program Management**

| Nebraska Child Passenger Inspection Stations                                 |           |              |    |            |                  |
|--|-----------|--------------|----|------------|------------------|
| Counties Served by Population Total  |           |              |    |            |                  |
|  | County    | Population   |    | County     | Population       |
| 1  | Adams     | 31,511       | 28 | Jefferson  | 7,097            |
| 2  | Antelope  | 6,685        | 29 | Kearney    | 6,544            |
| 3  | Boone     | 5,239        | 30 | Keith      | 8,021            |
| 4  | Box Butte | 10,772       | 31 | Lancaster  | 31,7272          |
| 5  | Boyd      | 1,955        | 32 | Lincoln    | 35,185           |
| 6  | Buffalo   | 49,615       | 33 | Logan      | 749              |
| 7  | Burt      | 6,488        | 34 | Madison    | 35,392           |
| 8  | Butler    | 8,058        | 35 | Merrick    | 7,733            |
| 9  | Cass      | 26,159       | 36 | Morrill    | 4,686            |
| 10   | Clay      | 8,446        | 37 | Nance      | 3,532            |
| 11   | Colfax    | 10,881       | 38 | Nuckolls   | 4,195            |
| 12   | Cuming    | 8,940        | 39 | Phelps     | 8,996            |
| 13   | Dawes     | 8,716        | 40 | Pierce     | 7,142            |
| 14   | Dawson    | 2,370        | 41 | Polk       | 5,278            |
| 15   | Dodge     | 36,791       | 42 | Rock       | 1,360            |
| 16   | Douglas   | 566,880      | 43 | Sarpy      | 184,459          |
| 17   | Fillmore  | 5,527        | 44 | Saunders   | 21,303           |
| 18   | Franklin  | 3,023        | 45 | Seward     | 17,318           |
| 19   | Frontier  | 2,608        | 46 | Sheridan   | 5,190            |
| 20   | Furnas    | 4,715        | 47 | Sioux      | 1,187            |
| 21   | Gage      | 21,493       | 48 | Stanton    | 5,970            |
| 22   | Gosper    | 1,996        | 49 | Thayer     | 5,039            |
| 23   | Greely    | 2,356        | 50 | Thurston   | 7,303            |
| 24   | Hall      | 61,607       | 51 | Washington | 20,667           |
| 25   | Hamilton  | 9,280        | 52 | Wayne      | 9,403            |
| 26   | Harlan    | 6,401        | 53 | Webster    | 3,533            |
| 27   | Holt      | 10,178       | 54 | York       | 13,772           |
|  |           | <b>TOTAL</b> |    |            | <b>1,667,016</b> |
| <b>Total State Population</b>  |           |              |    |            |                  |
|  |           |              |    |            | 1,929,268        |
| <b>Percent of Counties Represented</b>                                       |           |              |    |            |                  |
|  |           |              |    |            | 86.4%            |
| <i>Source: Population Estimate as of July 2018, U.S. Census Bureau, 2018</i> |           |              |    |            |                  |

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

### 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.

### Linkage Between Program Area

#### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name                    |
|-------------------|--|
| OP-2020-03-00-00  | Occupant Protection Program Coordination |

### Planned Activity: Occupant Protection Program Coordination

Planned activity number: OP-2020-03-00-00

Primary Countermeasure Strategy ID:

#### 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

| NEBRASKA PRIORITY COUNTIES FOR FY2020  |              |                  |                 |               |             |                   |                         |                          |                      |  |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|----------------------|--|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                      |  |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                      |  |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2016 Population**    |  |
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511               |  |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615               |  |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940                |  |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083               |  |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709               |  |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791               |  |
| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880              |  |
| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493               |  |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607               |  |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097                |  |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272              |  |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185               |  |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392               |  |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996                |  |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363               |  |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726               |  |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350               |  |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459              |  |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303               |  |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989               |  |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667               |  |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403                |  |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          | 1,554,831            |  |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268            |  |
| <b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>  |              |                  |                 |               |             |                   |                         |                          |                      |  |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          | 81%<br>of Population |  |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. |              |                  |                 |               |             |                   |                         |                          |                      |  |
| *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6   |              |                  |                 |               |             |                   |                         |                          |                      |  |
| **U.S. Census Bureau Population Estimate as of 7/1/2018.   |              |                  |                 |               |             | Revised 6/4/19    |                         |                          |                      |  |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                      |  |
| Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE  |              |                  |                 |               |             |                   |                         |                          |                      |  |

campaigns, and providing additional support to the activities of 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.

## Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|

|      |                       |                                  |             |             |        |
|------|-----------------------|----------------------------------|-------------|-------------|--------|
| 2020 | FAST Act<br>NHTSA 402 | Occupant<br>Protection<br>(FAST) | \$80,000.00 | \$20,000.00 | \$0.00 |
| 2020 | FAST Act<br>NHTSA 402 | Occupant<br>Protection<br>(FAST) |             |             |        |

## Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

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

### Project Safety Impacts

The 402/405b Occupant Protection Program Area funding is to increase statewide safety belt and child restraint usage. This will provide funding for coordination, public information and education used to educate and motivate the “at risk” populations, including teen drivers, rural and urban pickup drivers, Hispanic population, and children. Funding is for community-based occupant protection programs. This will also provide funding for law enforcement overtime and media campaigns for “Click It or Ticket”, child passenger safety seats, and observations surveys.

Increase seat belt use in order to hold steady unrestrained passenger vehicle occupant fatalities and injuries. HSO will utilize the national CIOT Mobilization to support law enforcement (sustained and high-visibility activities) to carry out planned enforcement (60% nighttime and 40% daytime) and increase perception of apprehension with the general motoring public.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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.

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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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

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

### Rationale

HSO is utilizing a proven evidence-based program activity that support increased seat belt use with all ages, in particular those males 18-34, to prevent fatalities and serious injuries. Special focus on rural roadways and

nighttime interventions.

**Planned activities in countermeasure strategy**

| Unique Identifier   | Planned Activity Name                                |
|---------------------|--|
| M2HVE-2020-14-00-00 | Occupant Protection High-Visibility Enforcement      |
| M2OP-2020-13-00-00  | Occupant Protection Information System               |
| M2PE-2020-10-00-00  | Occupant Protection Public Information and Education |
| OP-2020-04-00-00    | Occupant Protection Public Information & Education   |
| OP-2020-05-00-00    | Occupant Protection Overtime Enforcement             |
| OP-2020-38-00-00    | Employer and Employee Occupant Protection Education  |

**Planned Activity: Occupant Protection High-Visibility Enforcement**

Planned activity number: M2HVE-2020-14-00-00

Primary Countermeasure Strategy ID:

**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%).

**Intended Subrecipients**

State and Local Law Enforcement

**Countermeasure strategies**

| Countermeasure Strategy                               |
|---|
| Short-term, High Visibility Seat Belt Law Enforcement |

**Funding sources**

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

**Planned Activity: Occupant Protection Information System**

Planned activity number: M2OP-2020-13-00-00

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This project will provide funding through the mini-grant agreement 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 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.

### Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                               |
|---|
| Short-term, High Visibility Seat Belt Law Enforcement |

### Funding sources

| Source Fiscal Year | Funding Source ID       | Eligible Use of Funds                 | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------------|---------------------------------------|--------------------------|--------------|---------------|
|                    | FAST Act<br>405b OP Low | 405b Low OP Information System (FAST) | \$85,000.00              | \$21,250.00  | \$0.00        |

### Planned Activity: Occupant Protection Public Information and Education

Planned activity number: M2PE-2020-10-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding provided to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grant agreements, and special educational related equipment purchases.

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 22 Priority Counties.

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.

### Intended Subrecipients

Public Health Agencies and Safety Organizations

### Countermeasure strategies

**Location: Rural Traffic Crashes**

| Age Group    | Killed     | Used      | Not Used          |
|--------------|------------|-----------|-------------------|
| <15          | 4          | 2         | 2                 |
| 15-19        | 19         | 7         | 12*               |
| 20-24        | 18         | 4         | 14*               |
| 25-34        | 14         | 4         | 10*               |
| 35-44        | 19         | 5         | 14*               |
| 45-54        | 14         | 6         | 8*                |
| 55-64        | 18         | 3         | 15*               |
| 65-74        | 9          | 4         | 5                 |
| >75          | 6          | 3         | 3                 |
| <b>Total</b> | <b>121</b> | <b>38</b> | <b>83 (68.5%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Location: County Road Crashes**

| Age Group    | Killed    | Used     | Not Used        |
|--------------|-----------|----------|-----------------|
| <15          | 2         | 1        | 1               |
| 15-19        | 8         | 3        | 5               |
| 20-24        | 7         | 0        | 7*              |
| 25-34        | 7         | 2        | 5*              |
| 35-44        | 6         | 1        | 5               |
| 45-54        | 4         | 1        | 3*              |
| 55-64        | 7         | 0        | 7*              |
| 65-74        | 4         | 1        | 3               |
| >75          | 0         | 0        | 0               |
| <b>Total</b> | <b>45</b> | <b>9</b> | <b>36 (80%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Urban**

**Location: Urban Traffic Crashes**

| Age Group    | Killed    | Used      | Not Used        |
|--------------|-----------|-----------|-----------------|
| <15          | 1         | 0         | 1               |
| 15-19        | 7         | 1         | 6*              |
| 20-24        | 7         | 1         | 6*              |
| 25-34        | 11        | 0         | 11*             |
| 35-44        | 6         | 0         | 6*              |
| 45-54        | 2         | 1         | 1               |
| 55-64        | 6         | 2         | 4*              |
| 65-74        | 5         | 2         | 3               |
| >75          | 6         | 4         | 2               |
| <b>Total</b> | <b>51</b> | <b>11</b> | <b>40 (78%)</b> |

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

| Countermeasure Strategy                                |
|--|
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

**Funding sources**

| Source Fiscal Year | Funding Source ID       | Eligible Use of Funds            | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------------|----------------------------------|--------------------------|--------------|---------------|
|                    | FAST Act<br>405b OP Low | 405b Low Public Education (FAST) | \$140,000.00             | \$35,000.00  | \$0.00        |

**Planned Activity: Occupant Protection Public Information & Education**

Planned activity number: OP-2020-04-00-00

Primary Countermeasure Strategy ID:

**Planned Activity Description**

## Intended Subrecipients

HSO

### Countermeasure strategies

| Countermeasure Strategy                                |
|--|
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds      | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$550,000.00             | \$137,500.00 | \$137,500.00  |
| 2020               | FAST Act NHTSA 402 | Occupant Protection (FAST) |                          |              |               |

## Planned Activity: Occupant Protection Overtime Enforcement

Planned activity number: OP-2020-05-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Funding 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 will receive funding assistance for overtime salaries with the enforcement split daytime (40%) and nighttime (60%).

## Intended Subrecipients

State and Local Law Enforcement

### Countermeasure strategies

| Countermeasure Strategy                               |
|---|
| Short-term, High Visibility Seat Belt Law Enforcement |

### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds      | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|----------------------------|--------------------------|--------------|---------------|
|                    | FAST Act NHTSA 402 | Occupant Protection (FAST) | \$200,000.00             | \$50,000.00  | \$120,000.00  |

## Planned Activity: Employer and Employee Occupant Protection Education

Planned activity number: OP-2020-38-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

The National Safety Council, Nebraska – Employer and Employee Occupant Protection Education project will provide education and awareness in five identified target counties to achieve increased occupant restraint use and decrease distracted driving 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 increase occupant restraint use and decrease distracted driving. NSCN will address positive driver behavior in the work force, their families, high schools and the community.

### Intended Subrecipients

National Safety Council, Nebraska

### Countermeasure strategies

| Countermeasure Strategy                               |
|---|
| Short-term, High Visibility Seat Belt Law Enforcement |

### Funding sources

| Source Fiscal Year | 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: Planning & Administration

#### Description of Highway Safety Problems

This funding supports the HSO staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries, and deaths. Funding to the HSO for basic administrative personal services costs; to include office expenses, memberships, and travel expenses for an administrator, accountant, and staff assistant. Matching funds for administration related costs come from the Nebraska Department of Transportation cash funds. 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, public health, and injury-control programs. The performance measures for this project are as follows: Quality and timeliness of annual programs, planning and evaluation reports, and participating in statewide multidisciplinary transportation safety, public safety, and injury-control programs are all elements of the HSO’s planning and administrative functions.

The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Driver Licensing and Vehicle Services Divisions for meeting the soft matching of the other federal highway safety funding requirements. The HSO maintains documentation from the DMV to meet these requirements of NHTSA Order 452-6C. The documentation is on file for each federal fiscal year.

#### Associated Performance Measures

#### Planned Activities

## Planned Activities in Program Area

| Unique Identifier | Planned Activity Name       | Primary Countermeasure Strategy ID |
|-------------------|-----------------------------|------------------------------------|
| PA-2020-01-00-00  | Planning and Administration |                                    |

### Planned Activity: Planning and Administration

Planned activity number: PA-2020-01-00-00

Primary Countermeasure Strategy ID:

#### 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 and 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.

#### Intended Subrecipients

HSO

#### Countermeasure strategies

#### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds              | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act NHTSA 402 | Planning and Administration (FAST) | \$160,000.00             | \$160,000.00 | \$0.00        |

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

Click or tap here to enter text.

#### Associated Performance Measures

| Fiscal Year | Performance measure name | Target End Year | Target Period | Target Value |
|-------------|--------------------------|-----------------|---------------|--------------|
|-------------|--------------------------|-----------------|---------------|--------------|

|      |   |      |        |          |
|------|---|------|--------|----------|
| 2020 | C-1) Number of traffic fatalities (FARS)                                    | 2020 | 5 Year | 239      |
| 2020 | C-2) Number of serious injuries in traffic crashes (State crash data files) | 2020 | 5 Year | 1,442.00 |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy      |
|------------------------------|
| Law Enforcement Training     |
| Traffic Overtime Enforcement |

### Countermeasure Strategy: Law Enforcement Training

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 techniques that meet the statutory requirements for the necessary prosecution and adjudication. This all supports our annual traffic safety enforcement plan.

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

In addition to the Nebraska State Patrol, the Omaha and Lincoln Police Departments, which each have their own training academies, the HSO annually provides grant funding support to the Nebraska Law Enforcement Training Center (NLETC) for standardized traffic safety-related local law enforcement officer/deputy training activity (SFST, alcohol breath testing, in-car camera systems, crash investigation/reconstruction, radar, DUI enforcement, etc.). These officers are trained and certified by the NLETC with HSO acknowledgement on certificates.

### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name   |
|-------------------|-------------------------|
| PT-2020-26-00-00  | Traffic Law Enforcement |

### Planned Activity: Traffic Law Enforcement

Planned activity number: PT-2020-26-00-00

Primary Countermeasure Strategy ID:

### 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 a 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.

### Intended Subrecipients

Crime Commission

### Countermeasure strategies

|                         |
|-------------------------|
| Countermeasure Strategy |
|-------------------------|

## NEBRASKA PRIORITY COUNTIES FOR FY2020

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |
| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |
| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493            |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |
| <b>22 County Population</b>  |              |                  |                 |               |             |                   |                         |                          | <b>1,554,831</b>  |
|  | Statewide    | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |
| <p><b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b></p> <p>Data taken from 2017 Standard Summaries, Fatal, A &amp; B (FAB) Injuries, Statewide and County</p> <p>* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.</p> <p>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6</p> <p>**U.S. Census Bureau Population Estimate as of 7/1/2018. <span style="float: right;">Revised 6/4/19</span></p> <p>**Population information is used to document the percentage of state's population represented.</p> <p>Nebraska 2017 data is the most current data for the FY2020 Plan <span style="float: right;">Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE</span></p> |              |                  |                 |               |             |                   |                         |                          |                   |
| <b>81% of Population</b>   |              |                  |                 |               |             |                   |                         |                          |                   |

Law Enforcement Training

### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds          | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|--------------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act NHTSA 402 | Police Traffic Services (FAST) | \$140,334.00             | \$38,083.50  | \$0.00        |

### Countermeasure Strategy: Traffic Overtime Enforcement

Program Area: Police Traffic Services

## Project Safety Impacts

Reduce speed-related fatalities through training, speed related enforcement, and updated resources to reduce fatal, A and B crashes in the priority counties and other problem locations. The Nebraska Law Enforcement Training Center will offer speed-related classes and recertification training for local law enforcement agencies.

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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.

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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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

## Rationale

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

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

**81%  
of Population**

HSO is utilizing an evidence-based program that supports increased training and/or recertification activities around speed related enforcement to prevent fatalities and serious injuries with a special focus on rural roadways and nighttime interventions.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name                  |
|-------------------|--|
| PT-2020-27-00-00  | Traffic Selective Overtime Enforcement |

**Planned Activity: Traffic Selective Overtime Enforcement**

Planned activity number: PT-2020-27-00-00

Primary Countermeasure Strategy ID:

## 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 22 priority counties. Participating agencies receive funding assistance for overtime salaries of the participating officers.

## Intended Subrecipients

State and Local Law Enforcement

## Countermeasure strategies

| Countermeasure Strategy      |
|------------------------------|
| Traffic Overtime Enforcement |

## Funding sources

| Source Fiscal Year | 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  | \$141,000.00  |

## Program Area: Racial Profiling Data Collection

### Description of Highway Safety Problems

#### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

**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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

**Associated Performance Measures**

| Fiscal Year | Performance measure name                 | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2020        | C-1) Number of traffic fatalities (FARS) | 2020            | 5 Year        | 239          |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy                        |
|--|
| Review and Improve Racial Profiling Collection |

**Countermeasure Strategy: Review and Improve Racial Profiling Collection**

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.

**Linkage Between Program Area**

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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;

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

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 over represented 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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

A thorough review and analysis of annual traffic stop data will be conducted yearly and the data is made publicly available on the Nebraska Crime Commission’s website.

### Planned activities in countermeasure strategy

| Unique Identifier      | Planned Activity Name                           |
|------------------------|---|
| F1906CMD-2020-01-00-00 | Improving Data Collection Methods and Reporting |
| F1906ER-2020-02-00-00  | Review and Analysis of Collected Data           |

### Planned Activity: Improving Data Collection Methods and Reporting

Planned activity number: F1906CMD-2020-01-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Crime Commission

### Countermeasure strategies

| Countermeasure Strategy                        |
|--|
| Review and Improve Racial Profiling Collection |

### Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
|------------------------|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| Three                  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |
| Three                  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |
| One                    | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |
| Three                  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |
| Three                  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |
| One                    | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791            |
| Two                    | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |
| Three                  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493            |
| Three                  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |
| Three                  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |
| One                    | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |
| Three                  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |
| One                    | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |
| Three                  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |
| One                    | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |
| Three                  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |
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| One/Two                | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |
| One                    | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |
| Three                  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |
| One                    | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |
| Three                  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          | 1,554,831         |
|                        | Statewide    | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County

\* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.

\*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6

\*\*U.S. Census Bureau Population Estimate as of 7/1/2018.

Revised 6/4/19

\*\*Population information is used to document the percentage of state's population represented.

Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE

|      |  |  |              |             |        |
|------|--|--|--------------|-------------|--------|
|      | FAST Act<br>1906 Prohibit<br>Racial<br>Profiling | 1906<br>Collecting<br>and<br>Maintaining<br>Data | \$275,000.00 | \$68,750.00 | \$0.00 |
| 2020 | FAST Act<br>1906 Prohibit<br>Racial<br>Profiling | 1906<br>Collecting<br>and<br>Maintaining<br>Data |              |             |        |

**Planned Activity: Review and Analysis of Collected Data**

Planned activity number: F1906ER-2020-02-00-00

Primary Countermeasure Strategy ID:

## 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.

## Intended Subrecipients

Crime Commission

## Countermeasure strategies

| Countermeasure Strategy                        |
|--|
| Review and Improve Racial Profiling Collection |

## Funding sources

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

## Program Area: Speed Management

### Description of Highway Safety Problems

#### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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, 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.

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Associated Performance Measures

| Fiscal Year | Performance measure name                          | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2020        | C-6) Number of speeding-related fatalities (FARS) | 2020            | 5 Year        | 42.00        |

#### Countermeasure Strategies in Program Area

| Countermeasure Strategy                     |
|---|
| Highway Safety Office Program Management    |
| Speed Overtime Enforcement & System Support |

### Countermeasure Strategy: Highway Safety Office Program Management

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.

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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,

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

#### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

#### Rationale

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

#### Planned activities in countermeasure strategy

| Unique Identifier | Planned Activity Name      |
|-------------------|----------------------------|
| SC-2020-32-00-00  | Speed Program Coordination |

#### Planned Activity: Speed Program Coordination

Planned activity number: SC-2020-32-00-00

Primary Countermeasure Strategy ID:

#### 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

#### Intended Subrecipients

HSO

#### Countermeasure strategies

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |

#### Funding sources

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

| NEBRASKA PRIORITY COUNTIES FOR FY2020  |              |                  |                 |               |             |                   |                         |                          |                   |           |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|-----------|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |           |
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |           |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615            |           |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940             |           |
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| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607            |           |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097             |           |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |           |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |           |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |           |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |           |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |           |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726            |           |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |           |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |           |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |           |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |           |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |           |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |           |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          |                   | 1,554,831 |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |           |
| Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. |              |                  |                 |               |             |                   |                         |                          |                   |           |
| *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6   |              |                  |                 |               |             |                   |                         |                          |                   |           |
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81% of Population

## Countermeasure Strategy: Speed Overtime Enforcement & System Support

Program Area: Speed Management

### Project Safety Impacts

Reduce speed-related fatalities through training, speed related enforcement, and updated resources to reduce fatal, A and B crashes in the priority counties and other problem locations. The Nebraska Law Enforcement Training Center will provide the speed related classes and recertification training for local law enforcement agencies.

Reduce speed-related fatalities, A and B injuries, through public information and education activities in priority counties and across the state. HSO will carry out several comprehensive speed related campaigns utilizing electronic, print, earned, and social media. Primary focus of the campaigns will be on males ages 18-34.

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the occasional assistance of 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 over represented 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.

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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, 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.

### 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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

## Rationale

HSO is utilizing an evidence-based program that supports increased education and awareness regarding speed, traffic safety and the reduction of motor-vehicle crashes on Nebraska roadways. Special focus on rural roadways and nighttime interventions.

HSO is utilizing an evidence-based program that supports increased training and/or recertification activities

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511            |
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| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |
| <b>22 County Population</b>  |              |                  |                 |               |             |                   |                         |                          | <b>1,554,831</b>  |
|  | Statewide    | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |
| <p><b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b></p> <p>Data taken from 2017 Standard Summaries, Fatal, A &amp; B (FAB) Injuries, Statewide and County</p> <p>* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.</p> <p>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6</p> <p>**U.S. Census Bureau Population Estimate as of 7/1/2018. <span style="float:right">Revised 6/4/19</span></p> <p>**Population information is used to document the percentage of state's population represented.</p> <p>Nebraska 2017 data is the most current data for the FY2020 Plan <span style="float:right">Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE</span></p> |              |                  |                 |               |             |                   |                         |                          |                   |
| <b>81% of Population</b>   |              |                  |                 |               |             |                   |                         |                          |                   |

around speed related enforcement to prevent fatalities and serious injuries with a special focus on rural roadways and nighttime interventions.

**Planned activities in countermeasure strategy**

| Unique Identifier | Planned Activity Name                |
|-------------------|--------------------------------------|
| SC-2020-35-00-00  | Speed Public Information & Education |
| SE-2020-33-00-00  | Speed Selective Overtime Enforcement |

**Planned Activity: Speed Public Information & Education**

Planned activity number: SC-2020-35-00-00

Primary Countermeasure Strategy ID:

## 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 22 priority counties and males 18-34.

## Intended Subrecipients

HSO

## Countermeasure strategies

| Countermeasure Strategy                     |
|---|
| Speed Overtime Enforcement & System Support |

## Funding sources

| Source Fiscal Year | 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  | \$10,000.00   |

## Planned Activity: Speed Selective Overtime Enforcement

Planned activity number: SE-2020-33-00-00

Primary Countermeasure Strategy ID:

## 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. 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.

## Intended Subrecipients

State and Local Law Enforcement

## Countermeasure strategies

| Countermeasure Strategy                     |
|---|
| Speed Overtime Enforcement & System Support |

## Funding sources

| Source Fiscal Year | Funding Source ID | Eligible Use of Funds | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|
|--------------------|-------------------|-----------------------|--------------------------|--------------|---------------|

|  |                       |                                |              |             |              |
|--|-----------------------|--------------------------------|--------------|-------------|--------------|
|  | FAST Act<br>NHTSA 402 | Speed<br>Enforcement<br>(FAST) | \$160,000.00 | \$40,000.00 | \$128,000.00 |
|--|-----------------------|--------------------------------|--------------|-------------|--------------|

## Program Area: Traffic Records

### Description of Highway Safety Problems

Federal funds are 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.

### Associated Performance Measures

| Fiscal Year | Performance measure name                 | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2020        | C-1) Number of traffic fatalities (FARS) | 2020            | 5 Year        | 239          |

### Countermeasure Strategies in Program Area

| Countermeasure Strategy                  |
|--|
| Highway Safety Office Program Management |
| Traffic Records Metrics                  |

## Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Traffic Records

### Project Safety Impacts

The HSO follows the NHTSA Model Performance for State Traffic Record System guidelines and makes a distinction between performance measures and performance metrics within the state's traffic record system components. Performance measure attributes are timeliness, accuracy, completeness, uniformity, integration, and accessibility and are the tools used to gauge the performance of a specific system in one of the six core areas. The Performance metrics are explicit, frequently numeric, goals establish for individual systems and subsystems.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Rationale

HSO is utilizing strategies prioritized, through the assessment process, to ensure quality and improvement to meet target.

#### Planned activities in countermeasure strategy

| Unique Identifier  | Planned Activity Name                   |
|--------------------|---|
| M3DA-2020-16-00-00 | Traffic Records Coordination / Training |

### Planned Activity: Traffic Records Coordination / Training

Planned activity number: M3DA-2020-16-00-00

Primary Countermeasure Strategy ID:

#### 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

**NEBRASKA PRIORITY COUNTIES FOR FY2020**

COUNTY CRASH RATE compared to STATE CRASH RATE  
PER 100 MILLION MILES

| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population**    |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|----------------------|
| Three  | Adams        | 58               | 22.91           | 3.16          | 0.79        | 10.27             | 18.96                   | 61.3%                    | 31,511               |
| Three  | Buffalo      | 141              | 20.48           | 1.45          | 1.31        | 4.36              | 17.72                   | 71.3%                    | 49,615               |
| One  | Cuming       | 23               | 16.42           | 3.57          | 1.43        | 3.57              | 11.42                   | 57.1%                    | 8,940                |
| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083               |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709               |
| One  | Dodge        | 116              | 31.61           | 2.73          | 1.91        | 7.36              | 26.98                   | 77.8%                    | 36,791               |
| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880              |
| Three  | Gage         | 68               | 28.19           | 3.32          | 0.83        | 8.29              | 24.04                   | 64.9%                    | 21,493               |
| Three  | Hall         | 188              | 26.49           | 2.40          | 0.28        | 4.51              | 23.81                   | 81.7%                    | 61,607               |
| Three  | Jefferson    | 20               | 22.84           | 5.71          | 1.14        | 4.57              | 15.99                   | 59.1%                    | 7,097                |
| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272              |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185               |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392               |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996                |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363               |
| Three  | Red Willow   | 28               | 24.43           | 5.24          | 0.87        | 6.11              | 18.33                   | 68.0%                    | 10,726               |
| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350               |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459              |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303               |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989               |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667               |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403                |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          | 1,554,831            |
|  | Statewide    | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268            |
| Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage   |              |                  |                 |               |             |                   |                         |                          | 81%<br>of Population |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                      |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.<br>*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6 |              |                  |                 |               |             |                   |                         |                          |                      |
| **U.S. Census Bureau Population Estimate as of 7/1/2018.   |              |                  |                 |               |             | Revised 6/4/19    |                         |                          |                      |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                      |
| Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE  |              |                  |                 |               |             |                   |                         |                          |                      |

that will aide in the continued Nebraska traffic records system development and implementation.

**Intended Subrecipients**

HSO

**Countermeasure strategies**

|  |
|--|
| Countermeasure Strategy                  |
| Highway Safety Office Program Management |

**Funding sources**

| Source Fiscal Year | Funding Source ID             | Eligible Use of Funds    | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|-------------------------------|--------------------------|--------------------------|--------------|---------------|
|                    | FAST Act<br>405c Data Program | 405c Data Program (FAST) | \$30,000.00              | \$7,500.00   | \$0.00        |

## Countermeasure Strategy: Traffic Records Metrics

Program Area: Traffic Records

### Project Safety Impacts

The HSO follows the NHTSA Model Performance for State Traffic Record System guidelines and makes a distinction between performance measures and performance metrics within the state's traffic record system components. Performance measure attributes are timeliness, accuracy, completeness, uniformity, integration, and accessibility and are the tools used to gauge the performance of a specific system in one of the six core areas. The Performance metrics are explicit, frequently numeric, goals establish for individual systems and subsystems.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of 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 over represented 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, 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.

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 FY2020 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.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

| <b>NEBRASKA PRIORITY COUNTIES FOR FY2020</b>   |              |                  |                 |               |             |                   |                         |                          |                   |           |
|--|--------------|------------------|-----------------|---------------|-------------|-------------------|-------------------------|--------------------------|-------------------|-----------|
| COUNTY CRASH RATE compared to STATE CRASH RATE   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| PER 100 MILLION MILES  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Congressional District   | County       | 2017 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |           |
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| Three  | Dakota       | 38               | 18.87           | 3.97          | 0.50        | 3.97              | 14.40                   | 61.5%                    | 20,083            |           |
| Three  | Dawson       | 65               | 13.36           | 2.88          | 1.44        | 2.88              | 9.04                    | 61.6%                    | 23,709            |           |
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| Two  | Douglas      | 1,527            | 33.06           | 3.70          | 0.69        | 6.52              | 28.67                   | 69.3%                    | 566,880           |           |
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| One  | Lancaster    | 948              | 37.20           | 3.81          | 0.78        | 8.71              | 32.61                   | 86.7%                    | 317,272           |           |
| Three  | Lincoln      | 109              | 16.32           | 1.50          | 1.05        | 3.29              | 13.77                   | 71.2%                    | 35,185            |           |
| One  | Madison      | 92               | 29.52           | 2.57          | 0.96        | 5.13              | 25.99                   | 76.1%                    | 35,392            |           |
| Three  | Phelps       | 25               | 21.11           | 4.22          | 0.84        | 4.22              | 16.04                   | 72.9%                    | 8,996             |           |
| One  | Platte       | 86               | 25.07           | 2.33          | 0.87        | 4.66              | 21.87                   | 79.4%                    | 33,363            |           |
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| Three  | Saline       | 28               | 22.63           | 7.27          | 2.42        | 1.62              | 12.93                   | 57.4%                    | 14,350            |           |
| One/Two  | Sarpy        | 336              | 24.36           | 1.74          | 0.51        | 6.09              | 22.11                   | 89.4%                    | 184,459           |           |
| One  | Saunders     | 43               | 17.57           | 0.82          | 1.63        | 4.49              | 15.12                   | 69.4%                    | 21,303            |           |
| Three  | Scotts Bluff | 96               | 31.24           | 1.30          | 0.98        | 7.48              | 28.96                   | 74.4%                    | 35,989            |           |
| One  | Washington   | 51               | 25.58           | 2.51          | 0.50        | 6.52              | 22.57                   | 76.5%                    | 20,667            |           |
| Three  | Wayne        | 28               | 32.70           | 3.50          | 3.50        | 10.51             | 25.70                   | 62.3%                    | 9,403             |           |
| 22 County Population   |              |                  |                 |               |             |                   |                         |                          |                   | 1,554,831 |
| Statewide  |              | 5,017            | 23.88           | 2.63          | 0.89        | 5.10              | 20.36                   | 74.3%                    | 1,929,268         |           |
| <b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. |              |                  |                 |               |             |                   |                         |                          |                   |           |
| *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19  |              |                  |                 |               |             |                   |                         |                          |                   |           |
| **Population information is used to document the percentage of state's population represented.   |              |                  |                 |               |             |                   |                         |                          |                   |           |
| Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE  |              |                  |                 |               |             |                   |                         |                          |                   |           |

Rationale

HSO is utilizing strategies prioritized, through the assessment process, to ensure quality and improvement to meet target.

**Planned activities in countermeasure strategy**

| Unique Identifier  | Planned Activity Name                                       |
|--------------------|---|
| M3DA-2020-01-00-00 | E-Citations and Traffic Records Improvement                 |
| M3DA-2020-14-00-00 | Nebraska Crash Outcome Data Evaluation System               |
| M3DA-2020-15-00-00 | Nebraska EMS/E-code Data Quality Assessment and Improvement |
| M3DA-2020-17-00-00 | Nebraska Injury Surveillance Enhancement                    |
| TR-2020-30-00-00   | Traffic Records   |
| TR-2020-31-00-00   | Nebraska State Patrol - TRACS                               |

**Planned Activity: E-Citations and Traffic Records Improvement**

Planned activity number: M3DA-2020-01-00-00

Primary Countermeasure Strategy ID:

**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.

**Intended Subrecipients**

Nebraska Crime Commission

**Countermeasure strategies**

| Countermeasure Strategy |
|-------------------------|
| Traffic Records Metrics |

**Funding sources**

| Source Fiscal Year | Funding Source ID          | Eligible Use of Funds    | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
| 2020               | FAST Act 405c Data Program | 405c Data Program (FAST) | \$375,000.00             | \$93,750.00  |               |
| 2020               | FAST Act 405c Data Program | 405c Data Program (FAST) |                          |              |               |

## Planned Activity: Nebraska Crash Outcome Data Evaluation System

Planned activity number: M3DA-2020-14-00-00

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Health and Human Services

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Traffic Records Metrics |

### Funding sources

| Source Fiscal Year | Funding Source ID          | Eligible Use of Funds    | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
|                    | FAST Act 405c Data Program | 405c Data Program (FAST) | \$187,605.00             | \$46,901.25  | \$0.00        |

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

Planned activity number: M3DA-2020-15-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) link to the E-Code (Crash Outcome Data Evaluation System) 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 data.

### Intended Subrecipients

Health and Human Services

### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
|-------------------------|

|                         |
|-------------------------|
| Traffic Records Metrics |
|-------------------------|

### Funding sources

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

### Planned Activity: Nebraska Injury Surveillance Enhancement

Planned activity number: M3DA-2020-17-00-00

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for the Nebraska Injury Surveillance System to enhance the primary data source for the traffic safety, public health and law enforcement communities. This project will conduct a needs assessment on the current surveillance system and identify areas in which injury surveillance can expand to cover motor vehicle related injuries and crashes.

#### Intended Subrecipients

Health and Human Services

#### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Traffic Records Metrics |

### Funding sources

| Source Fiscal Year | Funding Source ID          | Eligible Use of Funds    | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|----------------------------|--------------------------|--------------------------|--------------|---------------|
|                    | FAST Act 405c Data Program | 405c Data Program (FAST) | \$39,000.00              | \$9,750.00   | \$0.00        |

### Planned Activity: Traffic Records

Planned activity number: TR-2020-30-00-00

Primary Countermeasure Strategy ID:

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

### Intended Subrecipients

HSO

#### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Traffic Records Metrics |

#### Funding sources

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

### Planned Activity: Nebraska State Patrol - TRACS

Planned activity number: TR-2020-31-00-00

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and piloting TraCS in up to three local Nebraska enforcement agencies. The funding is for salaries and benefits associated with two IT Business Analysts positions. The goal of this project is to increase the number of law enforcement agencies utilizing TraCS for electronic citation and crash forms.

### Intended Subrecipients

State Patrol

#### Countermeasure strategies

| Countermeasure Strategy |
|-------------------------|
| Traffic Records Metrics |

#### Funding sources

| Source Fiscal Year | Funding Source ID  | Eligible Use of Funds  | Estimated Funding Amount | Match Amount | Local Benefit |
|--------------------|--------------------|------------------------|--------------------------|--------------|---------------|
|                    | FAST Act NHTSA 402 | Traffic Records (FAST) | \$64,306.00              | \$16,076.50  | \$0.00        |

### Evidence-based traffic safety enforcement program (TSEP)

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

| Unique Identifier     | Planned Activity Name                                   |
|-----------------------|---|
| AL-2020-10-00-00      | Alcohol Public Information & Education                  |
| AL-2020-12-00-00      | Alcohol Selective Overtime Enforcement                  |
| M6X-2020-05-00-00     | Alcohol Selective Overtime Enforcement & System Support |
| DD-2020-13-00-00      | Distracted Driving Public Information & Education       |
| FDMDATR-2020-04-00-00 | DRE / ARIDE Training and Recertification                |
| AL-2020-22-00-00      | Enforcing Underage Drinking Laws                        |
| M2HVE-2020-14-00-00   | Occupant Protection High-Visibility Enforcement         |
| OP-2020-05-00-00      | Occupant Protection Overtime Enforcement                |
| OP-2020-04-00-00      | Occupant Protection Public Information & Education      |
| FDLHVE-2020-07-00-00  | Special Enforcement Mini-Grants                         |
| SC-2020-35-00-00      | Speed Public Information & Education                    |
| SE-2020-33-00-00      | Speed Selective Overtime Enforcement                    |
| PT-2020-26-00-00      | Traffic Law Enforcement                                 |
| PT-2020-27-00-00      | Traffic Selective Overtime Enforcement                  |

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

**Crash Analysis**

Click or tap here to enter text.

**Deployment of Resources**

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 22 priority counties 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. 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 on participating in conducting selective overtime enforcement during the FY2020 fiscal year.

#### Law Enforcement Agencies Participating in Nebraska HVE Efforts

| Nebraska 22 Priority Counties Areas of Highest Risk/HVE - 2018 | Counties  | Crashes | Crash Fatalities |
|--|-----------|---------|------------------|
| Injuries   | Adams     | 141     | 7                |
| 202  | Buffalo   | 297     | 7                |
| 439  | Cuming    | 49      | 3                |
| 59   | Dakota    | 94      | 0                |
| 126  | Dawson    | 103     | 5                |
| 162  | Dodge     | 243     | 2                |
| 357  | Douglas   | 4,480   | 43               |
| 6,194  | Gage      | 105     | 4                |
| 132  | Hall      | 424     | 5                |
| 633  | Jefferson | 24      | 0                |
| 32   | Lancaster | 2,732   | 18               |
| 3,978  | Lincoln   | 234     | 1                |
| 330  | Madison   | 211     | 8                |
| 319  | Phelps    | 46      | 1                |
| 63   | Platte    | 195     | 1                |

Adams Police Department  
 Alliance Police Department  
 Ashland Police Department  
 Bellevue Police Department  
 Blair Police Department  
 Boone County Sheriff's Office  
 Boyd County Sheriff's Office  
 Brown County Sheriff's Office  
 Buffalo County Sheriff's Office  
 Butler County Sheriff's Office  
 Cedar County Sheriff's Office  
 Central City Police Department  
 Chadron Police Department  
 Colfax County Sheriff's Office  
 Columbus Police Department  
 Cozad Police Department  
 Crete Police Department  
 Custer County Sheriff's Office  
 Dakota County Sheriff's Office  
 Dawson County Sheriff's Office  
 Dixon County Sheriff's Office  
 Dodge County Sheriff's Office  
 Douglas County Sheriff's Office  
 Fairbury Police Department  
 Fairmont Police Department  
 Falls City Police Department  
 Fillmore County Sheriff's Office  
 Franklin County Sheriff's Office

Furnas County Sheriff's Office  
 Gering Police Department  
 Gosper County Sheriff's Office  
 Grand Island Police Department  
 Grant County Sheriff's Office  
 Hall County Sheriff's Office  
 Hastings Police Department  
 Holdrege Police Department  
 Holt County Sheriff's Office  
 Jefferson County Sheriff's Office  
 Johnson County Sheriff's Office  
 Kearney Police Department  
 La Vista Police Department  
 Lancaster County Sheriff's Office  
 Lexington Police Department  
 Lincoln County Sheriff's Office  
 Lincoln Police Department  
 McCook Police Department  
 Merrick County Sheriff's Office  
 Nance County Sheriff's Office  
 Nebraska City Police Department  
 Norfolk Police Division  
 Nemaha County Sheriff's Office  
 Omaha Police Department  
 O'Neill Police Department  
 Otoe County Sheriff's Office  
 Papillion Police Department  
 Phelps County Sheriff's Office

Plattsmouth Police Department  
 Ponca Police Department  
 Ralston Police Department  
 Red Willion County Sheriff's Office  
 Richardson County Sheriff's Office  
 Saline County Sheriff's Office  
 Sarpy County Sheriff's Office  
 Saunders County Sheriff's Office  
 Scribner Police Department  
 Scotts Bluff County Sheriff's Office  
 Scottsbluff Police Department  
 Seward County Sheriff's Office  
 South Sioux City Police Department  
 Thayer County Sheriff's Office  
 Thurston County Sheriff's Office  
 UNK Police Department  
 UNL Police Department  
 UNO Police Department  
 Valentine Police Department  
 Valley County Sheriff's Office  
 Wahoo Police Department  
 Washington County Sheriff's Office  
 Webster County Sheriff's Office  
 Winnebago Police Department  
 York Police Department  
 York Police Department  
 Nebraska State Patrol

|       |              |     |    |
|-------|--------------|-----|----|
| 283   | Red Willow   | 46  | 3  |
| 49    | Saline       | 65  | 1  |
| 91    | Sarpy        | 960 | 11 |
| 1,454 | Saunders     | 94  | 3  |
| 136   | Scotts Bluff | 217 | 5  |
| 315   | Washington   | 65  | 0  |
| 86    | Wayne        | 39  | 4  |

## 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

**Planned HVE strategies to support national mobilizations:**

| Countermeasure Strategy                      |
|--|
| Child Restraint System Inspection Station(s) |

|  |
|--|
| High Visibility Cellphone/Text Messaging Enforcement   |
| Impaired Driving (Drug and Alcohol)                    |
| Law Enforcement Training                               |
| Occupant Protection (Adult and Child Passenger Safety) |
| Primary Prevention                                     |
| Secondary Prevention                                   |
| Short-term, High Visibility Seat Belt Law Enforcement  |
| Traffic Overtime Enforcement                           |

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

| Unique Identifier | Planned Activity Name                              |
|-------------------|--|
| AL-2020-10-00-00  | Alcohol Public Information & Education             |
| OP-2020-04-00-00  | Occupant Protection Public Information & Education |
| SC-2020-35-00-00  | Speed Public Information & Education               |

## 405(b) Occupant protection grant

### Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

| Program Area Name                                      |
|--|
| Communications (Media)                                 |
| Occupant Protection (Adult and Child Passenger Safety) |

### Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

| Agency                          |
|---------------------------------|
| Adams Police Department         |
| Alliance Police Department      |
| Ashland Police Department       |
| Bellevue Police Department      |
| Blair Police Department         |
| Boone County Sheriff's Office   |
| Boyd County Sheriff's Office    |
| Brown County Sheriff's Office   |
| Buffalo County Sheriff's Office |
| Butler County Sheriff's Office  |
| Cedar County Sheriff's Office   |
| Central City Police Department  |

|                                   |
|-----------------------------------|
| Chadron Police Department         |
| Colfax County Sheriff's Office    |
| Columbus Police Department        |
| Cozad Police Department           |
| Crete Police Department           |
| Custer County Sheriff's Office    |
| Dakota County Sheriff's Office    |
| Dawson County Sheriff's Office    |
| Dixon County Sheriff's Office     |
| Dodge County Sheriff's Office     |
| Douglas County Sheriff's Office   |
| Fairbury Police Department        |
| Fairmont Police Department        |
| Falls City Police Department      |
| Fillmore County Sheriff's Office  |
| Franklin County Sheriff's Office  |
| Furnas County Sheriff's Office    |
| Gering Police Department          |
| Gosper County Sheriff's Office    |
| Grand Island Police Department    |
| Grant County Sheriff's Office     |
| Hall County Sheriff's Office      |
| Hastings Police Department        |
| Holdrege Police Department        |
| Holt County Sheriff's Office      |
| Jefferson County Sheriff's Office |
| Johnson County Sheriff's Office   |
| Kearney Police Department         |
| La Vista Police Department        |
| Lancaster County Sheriff's Office |
| Lexington Police Department       |
| Lincoln County Sheriff's Office   |
| Lincoln Police Department         |
| McCook Police Department          |
| Merrick County Sheriff's Office   |
| Nance County Sheriff's Office     |
| Nebraska City Police Department   |
| Nebraska State Patrol             |
| Nemaha County Sheriff's Office    |
| Norfolk Police Division           |
| Omaha Police Department           |
| O'Neill Police Department         |
| Otoe County Sheriff's Office      |
| Papillion Police Department       |
| Phelps County Sheriff's Office    |

|                                      |
|--------------------------------------|
| Plattsmouth Police Department        |
| Ponca Police Department              |
| Ralston Police Department            |
| Red Willion County Sheriff's Office  |
| Richardson County Sheriff's Office   |
| Saline County Sheriff's Office       |
| Sarpy County Sheriff's Office        |
| Saunders County Sheriff's Office     |
| Scotts Bluff County Sheriff's Office |
| Scottsbluff Police Department        |
| Scribner Police Department           |
| Seward County Sheriff's Office       |
| South Sioux City Police Department   |
| Thayer County Sheriff's Office       |
| Thurston County Sheriff's Office     |
| UNK Police Department                |
| UNL Police Department                |
| UNO Police Department                |
| Valentine Police Department          |
| Valley County Sheriff's Office       |
| Wahoo Police Department              |
| Washington County Sheriff's Office   |
| Webster County Sheriff's Office      |
| Winnebago Police Department          |
| York Police Department               |

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

**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 FY2020. The NDOT- Highway Safety Office (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. 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 2020, 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 campaign messaging will continue beyond the enforcement operation until June 2020.

In addition to the nationally designated CIOT enforcement period of May 2020, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, 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.

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement expenditure will support approximately an added 7,500 hours with the enforcement occurring during the November 2019, designated time period.

## List of Task for Participants & Organizations

### Child restraint inspection stations

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

| Countermeasure Strategy                                |
|--|
| Child Restraint System Inspection Station(s)           |
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

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

| Unique Identifier   | Planned Activity Name                                |
|---------------------|--|
| M2CSS-2020-12-00-00 | Child Passenger Safety CSS Purchase and Distribution |
| M2TR-2020-09-00-00  | Child Passenger Safety Training                      |
| M2PE-2020-10-00-00  | 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

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

| Countermeasure Strategy                                |
|--|
| Child Restraint System Inspection Station(s)           |
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

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

| Unique Identifier   | Planned Activity Name                                |
|---------------------|--|
| M2CSS-2020-12-00-00 | Child Passenger Safety CSS Purchase and Distribution |
| M2TR-2020-09-00-00  | 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: 4

Estimated total number of technicians: 75

### 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.

### 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

Countermeasure strategies 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:

| Countermeasure Strategy                                |
|--|
| Child Restraint System Inspection Station(s)           |
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law 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:

| Unique Identifier   | Planned Activity Name                           |
|---------------------|---|
| M2HVE-2020-14-00-00 | Occupant Protection High-Visibility Enforcement |
| OP-2020-05-00-00    | Occupant Protection Overtime Enforcement        |

|                  |  |
|------------------|--|
| OP-2020-04-00-00 | Occupant Protection Public Information & Education |
| PT-2020-27-00-00 | Traffic Selective Overtime Enforcement             |

### High risk population countermeasure programs

Countermeasure strategies 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: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

| Countermeasure Strategy                                |
|--|
| Child Restraint System Inspection Station(s)           |
| Identification and Surveillance                        |
| Impaired Driving (Drug and Alcohol)                    |
| Occupant Protection (Adult and Child Passenger Safety) |
| Short-term, High Visibility Seat Belt Law Enforcement  |

Submit 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: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

| Unique Identifier  | Planned Activity Name           |
|--------------------|---------------------------------|
| M2TR-2020-09-00-00 | Child Passenger Safety Training |

### Occupant protection program assessment

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

Date of the NHTSA-facilitated assessment: 3/17/2017

### 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:

| Meeting Date |
|--------------|
| 7/26/2018    |
| 10/25/2018   |
| 1/10/2019    |
| 4/18/2019    |

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

Name of State's Traffic Records Coordinator: William Kovarik

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 |                          |  | Updated 6/5/19                                  |
|---|--------------------------|--|---|
| System  | Name                     | Agency   | Title   |
| Roadway   | Anshasi, Abe             | Federal Highway Administration                 | Division Safety and ITS Engineer                |
| Citation/Adjudication                           | Barton, Vernon           | Nebraska State Patrol                          | Sergeant  |
| Vehicle   | Beedle, Cathy            | Department of Motor Vehicles                   | Registration Administrator                      |
| Injury Surveillance                             | Bietz, Jeanne            | Department of Health and Human Services        | Community Health Educator                       |
| Citation/Adjudication                           | Buldoc, Colonel John     | Nebraska State Patrol                          | Superintendent of Law Enforc. amp Public Safety |
| Roadway   | Butler, Don              | Nebraska Department of Transportation          | 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                           | Christine Christopherson | Administrative Office of the Courts            | Trial Court Services Director                   |
| Vehicle   | Clough, Tina             | Nebraska Department of Motor Vehicles          | Motor Vehicle Program Manager I                 |
| Citation/Adjudication                           | Doggett, Dan             | Nebraska State Patrol                          | State Patrol Lieutenant                         |
| Roadway   | Dostal, Shane            | City of Lincoln Public Works                   | Manager   |
| Citation/Adjudication                           | Fargen, Mike             | Nebraska Crime Commission                      | IT Manager I, Information Services              |
| Injury Surveillance                             | Fuller, Doug             | Department of Health and Human Services        | IT Business Systems Analyst, Public Health      |
| Crash   | Grant, Bob               | Nebraska Department of Transportation          | Hwy Safety Manager                              |
| Data User                                       | Harris, Julie            | Nebraska Bicycling Alliance                    | Executive Director                              |
| Injury Surveillance                             | Illian, Celeste          | Department of Health and Human Services        | Health Surveillance Specialist                  |
| Driver/Vehicle                                  | Johnson, Betty           | Nebraska Department of Motor Vehicles          | Mtr Veh Titles amp Regis Admin                  |

|                            |                      |   |   |
|----------------------------|----------------------|---|---|
| Injury Surveillance        | Khattak, Aemal       | University of Nebraska - Lincoln            | Professor and Associate Chair           |
| Citation/Adjudication      | Kleinschmit, April   | Nebraska State Patrol, Carrier Enforcement  | Administrative Assistant II             |
| Data User                  | Klosterboer, Laurie  | Nebraska Safety Council                     | Executive Director                      |
| Data User                  | Koeppe, Eric         | National Safety Council, Nebraska           | President/CEO                           |
| Citation/Adjudication      | Konfrst, Brenda      | Nebraska State Patrol                       | Major                                   |
| TRCC                       | Kovarik, Bill        | Nebraska Office of Highway Safety           | Traffic Records Coordinator             |
| Citation/Adjudication      | Krolikowski, Gerry   | Nebraska State Patrol                       | Captain                                 |
| Driver/Vehicle             | Lackey, Ken          | Nebraska Department of Motor Vehicles       | Agency Legal Counsel                    |
| Citation/Adjudication      | Lamichhane, Swikriti | Nebraska Crime Commission                   | IT Business Systems Analyst             |
| HSO                        | Letcher, Paul        | Nebraska Office of Highway Safety           | Traffic Safety Specialist               |
| EMS/Injury Surveillance    | Medinger, Sue        | Department of Health and Human Services     | Administrator                           |
| Roadway                    | Mraz, David          | Federal Highway Administration              | Safety/ITS Engineer                     |
| Injury Surveillance        | Newmyer, Ashley      | Department of Health and Human Services     | Epidemiology Surveillance Coordinator   |
| Statewide Trauma Registrar | Ngochoch, Andrew     | Department of Health and Human Services     | Student Intern, Public Health           |
| Driver/Vehicle             | OaposRourke, Sara    | Nebraska Department of Motor Vehicles       | MV Drvr Lic Svs Admin                   |
| Roadway                    | Osborn, Mark         | Nebraska Department of Transportation       | Engineer V, Materials amp Research      |
| Crash                      | Owings, Sean         | Nebraska Department of Transportation       | IT Business Systems Analyst/Coordinator |
| Injury Surveillance        | Pelowski, Jeff       | Nebraska State Patrol                       | Major                                   |
| Roadway                    | Podany, Diane        | Federal Motor Carrier Safety Administration | State Program Manager                   |
| Injury Surveillance        | Qu, Ming             | Department of Health and Human Services     | Administrator                           |
| HSO                        | 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                     | Transportation Planner III  |
| TRCC                    | Segerstrom, Mark      | NDOT - Highway Safety Office                   | Administrator               |
| Roadway                 | Sindelar, Trevor      | Nebraska Department of Transportation          | IT Business Systems Analyst |
| Citation/Adjudication   | Smith, Shane          | Nebraska Supreme Court - Court Services        | IT Business Systems Analyst |
| Citation/Adjudication   | Ritonya, Lt. Jake     | Omaha Police Department                        | Lieutenant                  |
| Crash                   | Staley, Rick          | Nebraska Department of Administrative Services | IT Appl Developer/Sr        |
| Citation/Adjudication   | Stanczyk, Russ        | Nebraska State Patrol                          | Major                       |
| HSO                     | Stinson, Becky        | Nebraska Office of Highway Safety              | Traffic Safety Specialist   |
| Roadway                 | Tyser, Dave           | Nebraska Department of Transportation          | IT Applications Developer   |
| 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   | Vierk, Ed             | Attorney General's Office                      | AAG-Dui Grant               |
| Roadway                 | Waddle, Dan           | Nebraska Department of Transportation          | 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  |

## Traffic Records System Assessment

Pages 6-8 NHTSA Traffic Records Assessment: The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (NDOT-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 September 2020, 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). This project has not been implemented. The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are actually filed, and not ones that the prosecutor declines to file, one can infer from a lack of a court case that the filing was declined. There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS). The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically, but may be manually entered into the court system. This could be a training or programming issue that could be corrected. Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for

general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field. Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - 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 – Bill Kovarik (see project 18) Develop a traffic records inventory. HSO – Bill Kovarik (see project 17). The table has been created and coordination with data managers is in process. Develop data governance for all data systems. HSO – Bill Kovarik (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. Ashley Newmyer (see projects 27 - 31)

Roadway Information - Allows 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. Mark Osborn (see project 37)

Strategic Planning - Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2016 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 for Measurable Progress

Table 12: Projects

| Project # | Candidate Project Name / Description   | System: Quality Category Project Addresses | Comments / Status  | Selected for Implementation (Yes or No) | Last Update Date |
|-----------|--|--|--|---|------------------|
| 11        | Driver's Electronic Crash Reporting System   | Crash Records                              | Launched new system 6/15/2018.   | Yes                                     | 4/18/18          |
| 2         | Investigator's Electronic Crash Reporting System<br>Investigator's Electronic Crash Reporting System | Crash Records                              | Will launch with new database 1/1/2021.  | Yes                                     | 7/26/19          |
| 3         | PAR XSD Reporting System Upgrade   | Crash Records                              | Will launch with new database 1/1/2021.  | Yes                                     | 1/10/19          |
| 4         | Develop a "Smart Map" Harmonized location referencing system   | Crash amp Citation/ Adjudication           | TLT working with TraCS.  | Yes                                     | 9/18/18          |
| 5         | Improve the data quality control program for the Crash data system                                   | Crash Records                              | Implement performance measures and trend analysis to assess data quality with new database.                                  | Yes                                     | 4/20/18          |
| 6         | MMUCC Version 4.0 Compliant  | Crash Records                              | Completed - MMUCC 5 Police Accident Report (PAR) was finalized.  | Yes                                     | 4/20/18          |
| 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 | Yes                                     | 4/20/18          |

|   |   |               |   |                            |                 |
|---|---|---------------|---|----------------------------|-----------------|
| 8 | Improve the procedures/ process flows for the Crash data system | Crash Records | Create process flow diagram for collection, reporting and posting | Yes                        | 4/20/18         |
| 9 | Improve the interfaces with the Crash data system               | Crash Records | Real-time interfaces for driver, vehicle amp roadway systems      | Future planned development | 7/21/16/7/21/16 |

Table 12: Projects (continued)

| Project # | Candidate Project Name / Description  | System: Quality Category Project Addresses | Comments / Status  | Selected for Implementation (Yes or No) | Last Update Date |
|-----------|---|--|--|---|------------------|
| 10        | Crash report rejection/resubmission process                                   | Crash Records                              | Define and implement process after new database in 2020.   | Future planned development              | 4/20/18/4/20/18  |
| 11        | Data Dictionary   | Citation/Adjudication                      | Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage | Yes                                     | 4/20/17          |
| 12        | Improve the data quality control program for the citation/adjudication system | Citation/Adjudication                      | Implement performance measures and trend analysis to assess data quality   | Yes                                     | 4/10/19          |
| 13        | NIEM Guidelines   | Citation/Adjudication                      | Update to adhere for data transfer to the courts   | Yes                                     | 1/10/19          |
| 14        | Citation Tracking   | Citation/Adjudication                      | Track citations from point of issuance to posting on the driver file   | Yes                                     | 1/10/19          |

|    |  |   |  |                                  |         |
|----|--|---|--|----------------------------------|---------|
| 15 | Linkage  | Citation/<br>Adjudication               | Linked with<br>driver,<br>vehicle, crash   | Yes                              | 1/10/19 |
| 16 | Establish a<br>linked DUI<br>system<br>(MIDRIS)                                    | Driver amp<br>Citation/<br>Adjudication | Linked to the<br>driver system<br>electronically<br>. With Driver<br>Data and<br>sanctions<br>included.<br>Include all<br>citations<br>written | Yes                              | 1/10/19 |
| 17 | Develop<br>Traffic<br>Records<br>Inventory   | TRCC<br>Management                      | Table created,<br>working with<br>data<br>managers to<br>complete  | Yes                              | 1/10/19 |
| 18 | Improve<br>quality<br>control and<br>quality<br>improvement<br>programs.           | TRCC<br>Management                      | Include<br>timeliness,<br>accuracy,<br>completeness,<br>uniformity,<br>integration<br>amp<br>accessibility<br>for all 5 data<br>systems        | Yes                              | 1/10/19 |
| 19 | Completed a<br>lifecycle cost<br>consideration<br>for projects                     | TRCC<br>Management                      | To ensure<br>long-term<br>projects are<br>successful<br>beyond<br>federal<br>funding   | Yes                              | 5/2/17  |
| 20 | Record<br>adverse<br>driving<br>histories for<br>non-<br>commercial                | Driver                                  | Nebraska<br>participates in<br>the AAMVA<br>developed<br>state-to-state<br>system  | Yes                              | 3/19/19 |
| 21 | Create a<br>process flow   | Driver                                  | Create<br>process flow<br>(flow chart)   | Future<br>planned<br>development | 4/20/18 |
| 22 | Create a data<br>dictionary  | Driver                                  | Definitions<br>and elements  |                                  | 4/20/18 |
| 23 | Improve the<br>data quality<br>control<br>program for<br>the Driver<br>data system | Driver                                  | Implement<br>performance<br>measures and<br>trend analysis<br>to assess data<br>quality  |                                  | 4/20/17 |

Table 12: Projects (continued)

| Project # | Candidate Project Name / Description  | System: Quality Category Project Addresses | Comments / Status   | Selected for Implementation (Yes or No) | Last Update Date |
|-----------|---|--|---|---|------------------|
| 24        | Deny PRISM Reincarnated carriers  | Vehicle                                    | Improve safety by denying registration  |   | 4/20/18          |
| 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                    | 83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules | Yes                                     | 10/25/18         |
| 28        | Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data | EMS/Injury Surveillance                    | 77% of 2012 data was linked.77% of 2012 data was linked.  | Yes                                     | 10/25/18         |
| 29        | Project Name: E-CODE Data Quality Improvement   | EMS/Injury Surveillance                    | 2/13/14 data results not complete records.  | Yes                                     | 4/18/19          |
| 30        | Create a data dictionary  | EMS/Injury Surveillance                    | Definitions and elements discussed with hospital association.   | YesYes                                  | 7/26/18          |

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| 31 | Create System Performance Measures                                   | EMS/Injury Surveillance  | Timeliness, accuracy, completeness, uniformity, integration and accessibility with goals | Yes    | 7/26/18 |
| 32 | Interfaces/linkage   | EMS/Injury Surveillance  | For EMS Hospital data.   |        | 6/4/18  |
| 33 | Include rehabilitation data  | EMS/Injury Surveillance  | Interface or linkage.  | Yes    | 6/4/18  |
| 34 | Track frequency, severity, amp nature of injuries in MVC             | EMS/Injury Surveillance  | Create linkage   | YesYes | 4/18/19 |
| 35 | Allow access to data   | Roadway                  | Allow access for consumption and updates   |        | 4/25/18 |
| 36 | Collect all MIRE data  | Roadway                  | Include a process for updating and adding data   | Yes    | 4/20/18 |
| 37 | Improve the data quality control program for the Roadway data system | Roadway                  | Implement performance measures and trend analysis to assess data quality                 | Yes    | 4/20/18 |
| 38 | Provide truly integrated data.                                       | Data Use amp Integration | Integrate data from all six components   | Yes    | 4/21/16 |
| 39 | Develop Data Governance  | All Data Systems         | Overall management of the availability, usability, integrity, amp security of the data   | Yes    | 4/20/18 |
| 40 | Highway Safety Information System Database Rewrite                   | Crash Records            | Planning and selection of new database system scheduled                                  | Yes    | 4/18/19 |

#### Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

| Project # | Project Name:                              | Lead Agency: | Contact Information:                                      | Project Description / Purpose:   | System: Quality Category Project will Address: | Target or Deficiency Project will Address:   | Estimated Budget/Funding Source by Year: | Source |
|-----------|--|--------------|---|--|--|--|--|--------|
| 1         | Driver's Electronic Crash Reporting System | NDOT         | Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | To create a driver's electronic crash report form, DR41 that will reduce time for the submission of driver's reports that allow data retrieval from the Highway Safety Information system to 45 days from the current 90 days. To increase the accuracy rate of driver's submitted reports by eliminating hard-to-read hand written reports and replacing them with electronic versions. To reduce | Crash Records                                  | The target of this system support project is to reduce the number of days between the submission of driver's reports and data retrieval from the HSI system from 90 days to 45 days or less by an electronic means to enter and submit a vehicle crash report. Update: 11/15: Databank is currently working to map NDOT's XSD 2.0 to the Driver's Crash Reporting System (DCRS's) front- |  |        |

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|  |  |  |  | <p>mail handling and scanning time by creating the images electronically and then automatically moving the reports into the Highway Safety – Accident Records Section’s imaging system. To notify and to give the public an electronic means to enter and submit a vehicle crash report.</p> |  | <p>end. It is expected that preliminary testing of the data transmittal process will begin mid-February, 2016. The current “soft release” target date is the third quarter of 2016.1/16: Coding was complete 1/15/16. Databank is now mapping to NDOT’s XSD schema. The user interface has been tested.2/16: Databank is scheduled to deliver the test URL the first week of March 2016.4/16: Final release of the DCRS</p> |  |
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|  |  |  |  |  |  | <p>will depend on which testing methods are employed and the amount of time it takes to resolve any issues encountered during the testing process. The current "soft release" target date is set for the third quarter of 2016.7/21/16: Testing to the User Interface has been completed. Additional testing has been performed on the DR41 to crash reporting database – testing should be wrapped up by the end of August. Coding</p> |  |  |
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|  |  |  |  |  |  | <p>to extract and display the DR41 image is underway and should be completed by October 1, 2016, at which time the system will be ready to go live.10/20/16: NDOT is testing the image creation and data transmittal process at this time. The system is scheduled to go live January 2017. Training information will be included with the online application. 1/5/17: A new developer has been assigned to the project.</p> |  |  |
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|  |  |  |  |  |  | <p>The anticipated production date is now April 10, 2017.<br/>4/20/17: The DCRS is currently in final testing and is scheduled to be moved into production on July 1, 2017.<br/>1/4/18: The DCRS is scheduled to go into production on February 19, 2018. Help files will be available with the soft launch of the electronic form. The paper DCR has been updated to MMUC C 5 and will be available in 2018.<br/>4/20/18: The DCRS has been</p> |  |  |
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|  |  |  |  |  |  | <p>delayed until mid-2018 due to other system demands.</p> <p>7/26/18: The DCRS launched with a soft release on 6/15/18. Some issues have been discovered and resolved. Help files are available and minimal support has been required. The paper DCR has been updated to MMUC C 5 and will be available later in 2018.</p> <p>1/10/19: The public launch is planned for 1/14/19. A driver's exchange form was printed and distributed.</p> |  |  |
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|  |  |  |  |  | <p>ed to law enforcement.4/18/19: During the last half of 2018, NDOT received 13.25% of all driver reports via the new electronic reporting process. Official notification of the system was made to the public in January. In January 2019 20.83% of reports were submitted electronically.6/12/19: This project has been included as the 405c IPR for the FY2020 plan and additional data is attached to the IPR. Timeline ss: Before: 15.88</p> |  |  |
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|  |  |  |  |  |  | <p>days<br/>After:<br/>15.07<br/>days, a<br/>5.1<br/>percent<br/>(change)<br/>improve<br/>ment.<br/>The date<br/>of the<br/>crash<br/>was<br/>subtrac<br/>ted from<br/>the date<br/>report<br/>received<br/>to<br/>determin<br/>e the<br/>total<br/>days<br/>between<br/>the two<br/>periods.<br/>While<br/>the time<br/>hasn't<br/>significa<br/>ntly<br/>declined<br/>the<br/>amount<br/>of<br/>reductio<br/>n on the<br/>after (.81<br/>of a day)<br/>is a<br/>positive<br/>indicator<br/>of<br/>success.<br/>As more<br/>individu<br/>als opt<br/>to use<br/>the<br/>electroni<br/>c<br/>reporting<br/>portal<br/>this<br/>metric<br/>should<br/>continue<br/>to<br/>improve.</p> |  |  |
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| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:<br>405c | \$25,000.<br>00 | \$0 |
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| Project # | Project Name:                                    | Lead Agency: | Contact Information:                                      | Project Description / Purpose:                                      | System: Quality Category            | Target or Deficiency  | Estimated Budget/Funding Source by Year: | Source |
|-----------|--|--------------|---|---|-------------------------------------|---|--|--------|
| 2         | Investigator's Electronic Crash Reporting System | NDOT         | Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | To upgrade the EAF 2.0 Investigator's electronic crash report form. | Project will Address: Crash Records | To reduce the current average of 15 minutes to an average of less than 10 minutes for submission of an Investigator's report. To increase the accuracy rate of Investigator's submitted reports by eliminating manual entry of key data. To reduce the amount of amended reports being submitted to NDOT by eliminating the manual entry of data. To reduce the |  |        |

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|  |  |  |  |  |  | <p>amount of rework required by the data entry unit by reducing the amount of incoming amended reports. To reduce the amount of time it takes an officer / supervisor to approve an entered investigator's report. Update: 11/15: NDOT user interface screens completed – working on data image migration. Currently, there are a few outstanding technical issues that need to be addressed before a final decision can be made. A</p> |  |  |
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|  |  |  |  |  |  | <p>final decision should be made by the end of December, or early January, at which time the strategies on this project can be outlined.</p> <p>2/16: NDOT in discussion with Nebraska State Patrol (NSP) whether to use the TraCS or the EAF2.0 to collect the new MMUC C elements.</p> <p>Hiring process began for contract programmers.</p> <p>4/16: The hiring process for the contractors has begun. The discussions with Nebraska State Patrol</p> |  |  |
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|  |  |  |  |  |  | <p>about using TraCS crash reporting instead of the current EAF2.0 could result in changes to this project.7 /21/16: Testing to the User Interface has been completed. Additional testing has been performed on the DR41 to crash reporting database – testing should be wrapped up by the end of August. Coding to extract and display the DR41 image is underway and should be completed by October 1, 2016, at which time the system will be</p> |  |  |
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|  |  |  |  |  |  | <p>ready to go live. 10/20/16 : The mapping of all third party 1.0 Investigator electronic reporting systems to NDOT's XSD 2.1 reporting process was finalized in September 2016. Additionally, since the last TRCC meeting NSP has started mapping their TraCS crash reporting model to NDOT's XSD 2.1 process, once done NSP will migrate their users from NDOT's electronic crash reporting system (EAF2.0) over to the new TraCS reporting process.</p> |  |  |
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|  |  |  |  |  |  | <p>It is planned that all statewide EAF 2.0 users will be migrated over to TraCS within the next year – Time frame is subject to change depending on testing and user acceptance of the TraCS crash module.</p> <p>4/20/17: Currently, NSP is planning to schedule migrating the EAF 2.0 agencies over sometime after August 2017. Complete migration could take up to six months.</p> <p>1/4/18: NDOT's proposed MMUC C 5 Police Accident Report (PAR)</p> |  |  |
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|  |  |  |  |  |  | <p>was finalized October 5, 2017. NSP has continued to move forward with TraCS and is now planning to migrate the EAF 2.0 users to TraCS third quarter 2018. The other NSP updates include: MACH/ CAD (Computer Aided Dispatch Software) is in use by NSP. MACH pricing has been set at \$24 per user for local agencies. Several agencies have signed contracts for MACH with NSP. TraCS pricing has been set at \$60 per user for</p> |  |  |
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|  |  |  |  |  |  | <p>local agencies . Several agencies are interested in contracting with NSP for TraCS. Ongoing support for the web based TraCS service will need to be discussed.4/20/18: Migration of EAF users to TraCS is planned for late 2018 after the testing is completed. NDOT will provide support for the users.7/26/18: NDOT's proposed MMUC C 5 Police Accident Report (PAR) was finalized October 5, 2017. The electronic version will not</p> |  |  |
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|      |      |      |      |      |  | be used until the launch of the new crash database 1/1/2021 . |                  |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$230,26<br>5.00 | \$0 |

| Project # | Project Name:                    | Lead Agency: | Contact Information:                                      | Project Description / Purpose:  | System: Quality Category Project will Address: | Target or Deficiency Project will Address:  | Estimated Budget/Funding Source by Year: | Source |
|-----------|----------------------------------|--------------|---|---|--|---|--|--------|
| 3         | PAR XSD Reporting System Upgrade | NDOT         | Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | NDOT's Police Accident Report (PAR) to align closer to the recommendations within the MMUC C 4th edition. All electronic systems will be transmitting the same data, via the same transmittal process, thus eliminating the current two separate transmittal approaches. Redesign of the PAR will allow NDOT to capture high interest research data elements, like mobile |  | The target of this project is to increase the MMUC C compliance of NDOT's current PAR from the now 55.8% to 80% or greater. Update: 2015: Stage One: Severity change definition – Done 1/1/2016 Stage Two: The mapping of all third party Investigator electronic reporting systems to NDOT's XSD 2.0 reporting process will be accomplished by July 1, 2016. The |  |        |

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|  |  |  |  | phone<br>distracti<br>on. | Business<br>Technol<br>ogy<br>Support<br>Division<br>is<br>currently<br>actively<br>working<br>with<br>both<br>third<br>party<br>vendors<br>to map<br>to the<br>new<br>XSD<br>and<br>transmitt<br>al<br>process.<br>Reports<br>indicate<br>that they<br>will<br>meet the<br>July<br>deadline.<br>Stage<br>Three:<br>The<br>rewriting<br>of<br>NDOT's<br>XSD 2.0<br>to<br>incorpor<br>ate all<br>MMUC<br>C 4th<br>editions<br>data<br>elements<br>. BTSD<br>has hired<br>three<br>new<br>contract<br>ors –<br>first to<br>start<br>May 9th,<br>the<br>followin<br>g two<br>shortly<br>after, at<br>which |  |  |
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|  |  |  |  |  |  | <p>time creation of the XSD 3.0 will commence. Once done, the new XSD 3.0 will incorporate all the NDOT approved MMUC C 4th edition data elements . This new XSD will then become the approved standard for electronic reporting , with adoption and implementation of all electronic reporting systems to make the switch over by 7/1/2017 4/16: Work on updating the new paper PAR has been underwa</p> |  |  |
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|  |  |  |  |  |  | <p>y for the last 9 months and should be finalized by the NDOT PAR group by month's end. The remaining tasks of this project have been broken down into three stages. This new XSD will then become the approved standard for electronic reporting, with adoption and implementation of all electronic reporting systems to make the switch over by 7/1/2017 – date subject to change 7/21/16: Since MMUC</p> |  |  |
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|  |  |  |  |  |  | <p>C 5 (preliminary) has been released. NDOT has made the decision to incorporate most MMUC C 5 elements into the new PAR, this inclusion has required additional time to rework the PAR. A final version of the MMUC C 4+ PAR should be complete by October 1, 2016. 10/20/16 : Since the last TRCC meeting, a new version of MMUC C had been released. NDOT decided to incorporate most of the version</p> |  |  |
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|  |  |  |  |  |  | <p>5 data elements . This decision required the complete redesign of the then approved MMUC C 4 PAR form. Redesigning the form will allow for the additional MMUC C 5 data elements and form design suggestions being made within the new version. A new Beta version of the MMUC C 4+ form should be ready for the State MMUC C team's review by month's end. Training will be created for law enforcement and</p> |  |  |
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|  |  |  |  |  |  | <p>coordinated with the Law Enforcement Training Center.1 /5/17: Redesign of the Police Accident Report (PAR) to incorporate both the MMUC C 4 and MMUC C 5 data elements has been finished by the internal NDOT MMUC C team and the image is currently being modified by the NDOTa poss Communications Division aposs graphics team. Once complete, this latest version will be sent out to the statewide MMUC C team for final review (Mid-January)</p> |  |  |
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|  |  |  |  |  |  | <p>; after which, any approved suggestions will be designed into the final PAR making the form complete .4/20/17:<br/>The NDOT MMUC C team is currently reviewing NHTSA's Go Team findings in preparation for an upcoming meeting. The final decisions will be used to modify and enhance NDOT's MMUC C 4+ PAR.1/4/18:<br/>Since a complete replacement or rewrite of the current vehicle crash database is needed to</p> |  |  |
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|  |  |  |  |  |  | <p>accommodate MMUC C 5, a Request for Proposal has been completed and will be updated in Project # 40.4/20/18: The RFP closed January 25, 2018 but there is not a firm date to have a vendor on site yet. 7/26/18: NDOT and the Attorney General are working with LexisNexis to finalize a contract. 1/10/19: Replacement of NDOT's vehicle crash database . On Thursday, December 13, 2018, LexisNexus was at NDOT for the Vehicle</p> |  |  |
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|      |      |      |      |      |  | Crash Database Replacement MMUC C 5 Upgrade Project kick-off meeting. LexisNexis will have their team in place at NDOT and start work on January 16, 2019. The current timeline has a final MMUC C 5 Crash Information Database (CID) moved into production by January 1, 2021. |             |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$36,638.00 | \$0 |

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| <p>Project #<br/>4</p> | <p>Project Name:<br/>Develop a “Smart Map”<br/>Harmonized Location Referencing System</p> | <p>Lead Agency:<br/>NDOT/NCC</p> | <p>Contact Information: Sean Owings and Mike Fargensea<br/>n.owings@nebraska.gov<br/>mike.fargensea@nebraska.gov<br/>(402) 479-4628<br/>(402) 471-3992</p> | <p>Project Description / Purpose:<br/>Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ability to overlay enforcement with crash records.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address:<br/>Crash locations are currently not accurately recorded. Ideally, this system would support auto-population of location data fields on the crash report (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</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>locations in the roadway inventory data. Update: The first part of this two-part project has been completed. NDOT has built the backend of this system which will allow us to capture the incoming data and map this data to our investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash. This "point placement" will then transfer the maps latitude/longitude data into the EAF system and into NDOT's database. A</p> |  |
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|  |  |  |  |  |  | <p>completion date has not been established for the second stage of the project.3/2016: This will be pending a decision by NDOT and NSP on the input system (if TraCS is selected or EAF2.0). 7/21/16: NDOT has made the decision to move to TraCS (6/23/16) so work on this project has stopped. These features will be available within TraCS.10/20/16: NSP is deploying the web services implementation of TraCS. This will provide advantages for NSP as well as implementing agencies. This will</p> |  |
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|  |  |  |  |  |  | <p>centralize updates, making them easier for NSP, and removing the need for local agencies to deploy and license their own agency maintained TraCS database. With all of the data at the central server we will still be able to distribute it to prosecutors and the courts. We anticipate also licensing the TraCS Location Tool (TLT) but need to work out start times and funding availability. 4/20/17: The TraCS Location Tool (TLT) is being tested by the Nebraska State Patrol (NSP), the Lincoln</p> |  |
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|        |      |      |      |      |      | <p>Police Department and Lancaster County Sheriff's Office.</p> <p>Once testing is complete it will be rolled out to all TraCS users.</p> <p>4/20/18: TLT has a working version that is being tested.</p> <p>Still waiting on some local road data.</p> <p>9/18/18: TLT is now working on the crash form.</p> <p>After additional testing-it will be programmed for other forms.</p> |              |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 402 |

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| Project #<br>5 | Project Name: Establish a comprehensive, formal quality control program for crash data | Lead Agency: NDOT | Contact Information: Sean Owingss<br>ean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose: Establish a comprehensive, formal quality control program for crash data. | System: Quality Category Project will Address: Crash Records | Target or Deficiency Project will Address: A complete set of operationally-relevant data quality performance measures for the crash system covering timelines, accuracy, completeness, consistency, integration, and accessibility. A formal method of counting and tracking errors and providing feedback to law enforcement agencies. A link between error tracking and training content so that common errors | Estimated Budget/Funding Source by Year: | Source |
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|  |  |  |  |  |  | <p>can be documented and addressed in the academies and in periodic refresher training. Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors. Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form. Update: The investigators manual has been</p> |  |  |
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|  |  |  |  |  |  | <p>updated to address errors logged, corrected and addressed in training (January 2014). Help files are within the EAF system and can be updated as needed. This project will be updated after project 2 and 3 are completed to allow metrics to be established on complete data. 1/2 016: NDOT has started a Business Intelligence Competency Center (BICC) workgroup as well as a Data Governance workgroup. These groups</p> |  |  |
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|      |      |      |      |      |  | will be responsible for all of the data for the NDOT including the crash data. It is estimated that Data Governance policies will be established during 2016 or 2017.7/21/16: Work continues. 4/20/18: The quality control measures will be established as the new system is launched in 2020. |     |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:   | \$0 | \$0 |

| Project # | Project Name:                                  | Lead Agency: | Contact Information:                                       | Project Description / Purpose:  | System: Quality Category            | Target or Deficiency  | Estimated Budget/Funding Source by Year: | Source |
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| 6         | MMUC C Version 4.0 Compliant (PAR XSD Upgrade) | NDOT         | Sean Owingss<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Update the Crash Records systems to become MMUC C version 4.0 compliant. All electronic systems will be transmitting the same data, via the same transmittal process. Redesigned PAR will allow NDOT to capture high interest research data elements. Richer dataset to work from leading to a safer and national roadway system. | Project will Address: Crash Records | Project will Address: Crash records are currently MMUC C version 1.0 compliant, will upgrade to version 4.00. Additional data is necessary to have standard data to allow national comparisons. Update: 11/15: A team has been assembled to assess the data requirements to meet the MMUC C version 4.0 requirements. The mapping of all third party Investigator electronic reporting systems to |  |        |

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|  |  |  |  |  |  | <p>NDOTa<br/>poss<br/>XSD 2.0<br/>reporting<br/>process<br/>will be<br/>accompli<br/>shed by<br/>July 1,<br/>2016.</p> <p>The<br/>rewriting<br/>of<br/>NDOTa<br/>poss<br/>XSD 2.0<br/>to<br/>incorpor<br/>ate all<br/>MMUC<br/>C 4th<br/>editions<br/>data<br/>elements<br/>is<br/>planned<br/>for the<br/>first<br/>quarter<br/>of<br/>2016.2/1<br/>6:<br/>MMUC<br/>C<br/>elements<br/>have<br/>been<br/>reviewed<br/>,<br/>recomm<br/>endation<br/>s have<br/>been<br/>entered<br/>into the<br/>form and<br/>is now<br/>being<br/>reviewed<br/>.</p> <p>7/21/16:<br/>NDOT<br/>has<br/>decided<br/>to<br/>incorpor<br/>ate most<br/>of the<br/>suggeste</p> |  |
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|  |  |  |  |  |  | <p>d<br/>MMUC<br/>C 5<br/>elements<br/>into the<br/>new<br/>XSD<br/>and<br/>PAR.<br/>Contract<br/>ors are<br/>currently<br/>working<br/>on the<br/>new<br/>XSD<br/>and<br/>NDOT<br/>is<br/>creating<br/>the new<br/>PAR –<br/>both<br/>should<br/>be<br/>complete<br/>d by<br/>October<br/>1,<br/>2016.10/<br/>20/16:<br/>Since<br/>the last<br/>TRCC<br/>meeting,<br/>a new<br/>version<br/>of<br/>MMUC<br/>C had<br/>been<br/>released.<br/>NDOT<br/>decided<br/>to<br/>incorpor<br/>ate most<br/>of the<br/>version<br/>5 data<br/>elements<br/>. This<br/>decision<br/>required<br/>the<br/>complete<br/>redesign<br/>of the<br/>then</p> |  |  |
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|  |  |  |  |  |  | <p>approved MMUC C 4 PAR form. Redesigning the form will allow for the additional MMUC C 5 data elements and form design suggestions being made within the new version. A new Beta version of the MMUC C 4+ form should be ready for the State MMUC C team's review by month's end. Training will be created for law enforcement and coordinated with the Law Enforcement Training Center. 1/5/17: The MMUC</p> |  |  |
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|  |  |  |  |  |  | <p>C coding team met with NDOTa poss upper management on October 27, 2016 to discuss the projecta poss scope, time and cost. With our current level of understanding, it has been estimate d that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Manage ment has requeste d that a Request For Informat ion (RFI) be drafted and posted. Currentl y, the</p> |  |  |
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|  |  |  |  |  |  | <p>RFI is complete and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week.4/20/17:<br/> This RFI was posted and advertised on February 28, 2017, and closed April 5, 2017. NDOT received one response which we are currently reviewing.1/4/18:<br/> NDOT's MMUC C 5 Police Accident Report (PAR) was finalized October 5, 2017. Since a complete replacement or</p> |  |  |
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|  |  |  |  |  |  | <p>rewrite of the current vehicle crash database is needed to accommodate MMUC C 5, a Request for Proposal has been completed and will be updated in Project # 40.4/20/18: The new MMUC C form will launch with the new database in 2020.7/26/18: The fourth version of the MMUC C 5 Driver's paper crash report has been completed. A meeting has been set for August 2, 2018, for the internal NDOT MMUC C team</p> |  |  |
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|  |  |  |  |  |  | <p>to review the form. Since only minor issues were identified in version three it is likely that this form should be complete at the conclusion of this meeting. 1/10/19: Working with NSP, we have finished the Beta version of the XSD. LexisNexis, the contract or hired to replace our crash database, will be starting the process of analyzing the XSD against their system. Once complete, any necessary changes</p> |  |  |
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|      |      |      |      |      |  | will be completed; at which time, we can send the final XSD out to our third-party reporting companies so that they can start mapping their systems to our new MMUC C 5 database. |             |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$38,640.00 | \$0 |

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| Project #<br>7 | Project Name:<br>Improve the Data Dictionary for the Crash Data System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the crash data completeness and accuracy.<br>Update: Selected for implementation by the TRCC 4/21/16.<br>7/21/16: This will be included in the XSD validation process.<br>1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.4/20/18.<br>This project is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016   | 2017                 | 2018   | 2019  | 2020  |   | Section:<br>405c                         |

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| Project #<br>8 | Project Name:<br>Improve the Process/Procedures Flows for the Crash Data System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Create a process flow diagram for collection, reporting and posting of crash data. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness and accuracy of crash data.<br>Update: Selected for implementation by the TRCC on 4/21/16.<br>7/21/16: This will be included in the XSD validation process.<br>1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.<br>4/20/18: This project is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016  | 2017                 | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>9 | Project Name:<br>Improve the Interfaces with the Crash Data System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Improve the timeliness and availability with real-time interfaces for driver, vehicle and roadway data systems. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.<br>Update: Selected for implementation by the TRCC on 4/21/16. 7/21/16: At the present time the crash system cannot be linked due to software constraints. This will be reviewed after the system upgrade that is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016   | 2017                 | 2018   | 2019  | 2020  |  | Section: 405c                            |

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| Project #<br>10 | Project Name:<br>Crash Report Rejection/Resubmission Process | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Define and implement a process where incomplete or inaccurate crash reports will be returned to law enforcement for corrections. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the crash data system. Update: Selected for implementation by the TRCC 4/21/16. 7/21/16: No progress 4/20/18: This process will be reviewed with the planning of the new system replacement. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                 | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>11 | Project Name:<br>Citation/<br>Adjudication<br>System<br>Data<br>Dictionary | Lead Agency:<br>Nebraska<br>Crime<br>Commission | Contact Information: Mike Fargen<br>ke.fargen@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Create an approved data dictionary for the Citation/Adjudication system including all databases. Update: Selected for implementation by the TRCC 4/21/16.4/20/17: Due to changes in Staff, this project has not been implemented. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017  | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>12 | Project Name:<br>Improve the Data Quality Control Program for the Citation/Adjudication System | Lead Agency:<br>Nebraska Crime Commission | Contact Information: Mike Fargenmi<br>ke.fargenmi@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose: Implement performance measures and trend analysis to assess data quality. These will include a complete set of data quality performance measures for the citation/adjudication systems covering timeliness, accuracy, completeness, consistency, integration, and accessibility. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data accuracy by tracking all needed improvements. Develop a performance measure grid with all six attributes being updated annually. Update: Selected for implementation by the TRCC 4/21/16.4/20/17: Due to changes in Staff, this project has not been implemented. 1/10/19: No update. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                                      | 2018   | 2019  | 2020   |   | Section: 405c                            |

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| Project #<br>13 | Project Name:<br>NIEM Guidelines | Lead Agency:<br>Nebraska Crime Commission | Contact Information: Mike Fargen<br>mike.fargen@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose:<br>Update NIEM guidelines to adhere for data transfer to the courts. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve data uniformity by 50% of data records from the current 0% that comply with NIEM guidelines.<br>Update: Selected for implementation by the TRCC 4/21/16.4/20/17:<br>Due to changes in Staff, this project has not been implemented.1/10/19: No Update | Estimated Budget/Funding Source by Year: |
| Source          | 2016                             | 2017                                      | 2018   | 2019  | 2020  |   | Section: 405c                            |

| Project # | Project Name:            | Lead Agency:              | Contact Information:                                      | Project Description / Purpose:   | System: Quality Category                                | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
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| 14        | Citation Tracking System | Nebraska Crime Commission | Mike Fargen<br>mike.fargen@nebraska.gov<br>(402) 471-3992 | Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System. | Project will Address: Citation and Adjudication Records | Project will Address: Launch an integrated system that will track 100% of citations through adjudication. Update: Citations issued electronically are now being made available to prosecutors via NCJIS uploaded the same day of issuance and then made available within 48 hours. The main agency not using this process is the Douglas County Attorney. The citations are instead delivered manually |  |        |

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|  |  |  |  |  | <p>y. Those prosecutors who are ingesting the data into their case management system similarly have the data available on the same day the images are available.</p> <p>1/2016: User conferences for Sleuth (law enforcement) and CMS (prosecutors) were held in October. Both could have significant impacts on eCitations. Affinity is continuing work on the eCrash form and ALR report for TraCS. We have received</p> |  |  |
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|  |  |  |  |  | <p>an initial draft of the crash report but Affinity has questions on data validations. Valerie Morris began working more on traffic record automation. She will work with agencies to move citations and crashes electronically. We have been working with NSP and NDOT on using a crash report platform, probably TraCS, to have agencies submit crash data and images instead of NDOT developing a new EAF extension. This creates question</p> |  |  |
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|  |  |  |  |  |  | <p>s and issues on support and development. There are apparent issues in some states with online TraCS (a newer application) and we must look closely at this being a viable solution. 3/2016: Investigating TraCS as an online solution for smaller agencies so they do not have to purchase high priced equipment. 4/16: The NCC continued work with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP)</p> |  |  |
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|  |  |  |  |  |  | <p>and others on the format and content of a new citation. This is anticipated to be completed and before the Supreme Court for approval and questions by the fall of 2016. The NCC completed contracts with Hastings PD, Lincoln PD and the Lancaster County Sheriff's Office for hardware acquisitions. The NCC will be implementing the TraCS web services with the servers at the NSP and anticipate licensing the</p> |  |  |
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|  |  |  |  |  |  | <p>TraCS Location Tool (TLT). 10/20/16 : The NCC continued work with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP) and others on the format and content of a new citation. This is anticipated to be completed and before the Supreme Court for approval and questions by the fall of 2016. The NCC will be implementing the TraCS web services with the servers at the NSP and anticipate</p> |  |  |
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|  |  |  |  |  | <p>licensing the TraCS Location Tool (TLT).1/5/17: The NCC continued work with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP) and others on the format and content of a new citation. The NCC has implemented the TraCS web services with the servers at the NSP which is currently being tested by Lincoln Police Department and Lancaster County Sheriff's Office.4/20/17: The NCC continued work</p> |  |  |
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|  |  |  |  |  |  | <p>with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP) and others on the format and content of a new citation. During this time NCC experienced turnover in the Information Services Division causing delays. The TraCS and TLT will now be part of the same contractual agreement and includes 3rd Party Vendor options. An effort must be made to ensure all law enforcement agencies of all</p> |  |  |
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|  |  |  |  |  |  | <p>sizes and citation volume have an opportunity to enhance citation data collection processes. A concentrated effort will be made to increase the competitive technological marketplace as it relates to the whole citation tracking system. To succeed there is a need for re-commitment to a high level of collaboration and overall team transparency as it relates so the citation tracking system.1/4/18: The new citation form has been approve</p> |  |  |
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|  |  |  |  |  |  | <p>d by the Supreme Court and will be implemented by 1/1/2019 . TraCS is being completed for over 10 agencies in 2018. Grants have been approved for 17 agencies to purchase equipment for electronic citations. Additional vendors are testing E-Citation systems that will be available soon.4/20/18: New XSD/XML has been created for the new citation and has been distributed to TraCS. Will begin working with other</p> |  |  |
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|  |  |  |  |  |  | <p>vendors to update forms to be implemented 1/1/2019.</p> <p>Currently looking into adding City Attorney to the portal for eCitations. 7/26/18: Additional vendors are testing E-Citation systems that will be available soon.</p> <p>NCJIS staff has completed work on new citation xml and schema files and will be distributing to all active vendors. 1/10/19: NCJIS enhancement finalized for Municipality v. Neb. Rev. Stat routing</p> |  |  |
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|      |      |      |      |      |  | to proper<br>prosecut<br>or, and<br>preparati<br>on of<br>new<br>uniform<br>citation<br>form<br>data<br>elements |                  |                  |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:<br>405c   | \$364,00<br>0.00 | \$255,00<br>0.00 |

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| Project #<br>15 | Project Name:<br>Citation/<br>Adjudication Data<br>Linkage | Lead Agency:<br>Nebraska<br>Crime<br>Commission | Contact Information: Mike Fargenmike.fargen@nebraska.gov (402) 471-3992 | Project Description / Purpose: Link data within citation/adjudication system and with driver, vehicle and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle and crash data systems. Update: Selected for implementation by the TRCC 4/21/16. Jail interface is not viable for necessary data. Arrest form automation from law enforcement to prosecutors would provide the necessary data and improve timeliness. .5/30/18: No update. 1/10/19: No update. | Estimated Budget/Funding Source by Year: |
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| Project #<br>16 | Project Name:<br>Establish a Linked<br>DUI System<br>(MIDRIS) | Lead Agency:<br>Nebraska Crime<br>Commission /<br>Department of<br>Motor Vehicles | Contact Information:<br>Mike Fargen<br>Kathy VanBrocklin<br>linmike.fargen@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>(402) 471-3992<br>402-471-3901 | Project Description /<br>Purpose:<br>Linked to the driver system electronically.<br>Include driver sanctions and all citations written by law enforcement. | System:<br>Quality Category<br>Project will<br>Address:<br>Traffic Records | Target or Deficiency Project will<br>Address:<br>Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.<br>Update:<br>Selected for implementation by the TRCC 4/21/16.1/10/19: No update. | Estimated Budget/Funding Source by Year: |
| Source          | 2016  | 2017  | 2018  | 2019   | 2020   |  | Section:<br>405c                         |

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| Project #<br>17 | Project Name:<br>Develop Traffic Records Inventory | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebbraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Create a document that contains the description and details of all of the traffic records data including the data manager for each system. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness of all of the data systems to allow integration.<br>Update: Selected for implementation by the TRCC<br>4/21/16.5/3/17:<br>Partial roadway inventory submitted<br>Reminded other data administrators to compile data inventory while in process of updating/replacing systems.<br>4/20/18:<br>Continue working with data administrators through conversions and upgrades to establish inventory during transitions.<br>1/10/19:<br>Upgrades have been scheduled for | Estimated Budget/Funding Source by Year: |
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| Project #<br>18 | Project Name:<br>Improve Quality Control and Quality Improvement Programs | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebbraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration and accessibility. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Allows the opportunity to measure all performance goals for all data systems. Update: Selected for implementation by the TRCC 4/21/16.6/1/16: A request has been sent to each data system manager with format and guidelines. 4/20/18: Continue working with data administrators through conversions and upgrades to establish inventory during transitions. 1/10/19: Upgrades have been scheduled for systems and processes have been requested. | Estimated Budget/Funding Source by Year: |
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| Project #<br>19                          | Project Name:<br>Develop a Lifecycle Cost Consideration for Projects | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebbraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Develop a lifecycle cost consideration for projects to ensure long-term projects are successful beyond federal funding. | System: Quality Category<br>Project will Address: Traffic Records |      | Target or Deficiency Project will Address:<br>Improve the completeness of projects by considering the long-term and on-going costs. Update:<br>Selected for implementation by the TRCC 4/21/16.5/2/17: The lifecycle cost consideration is reviewed during the initial grant contract proposal application review. |
| Estimated Budget/Funding Source by Year: | Source   | 2016                                | 2017   | 2018  | 2019  | 2020 |  |

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| Project #<br>20 | Project Name:<br>Record Adverse Driving Histories for Non-Commercial Drivers | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrocklin<br>sara.ourke@nebraska.gov<br>kathy.vanbrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Continue to follow the American Association of Motor Vehicle Administrators (AAMVA) progress in building the state-to-state driver record system. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness and accuracy of the driver data system. Update: 3/15/15 – The American Association of Motor Vehicle Administrators (AAMVA) is currently developing the state-to-state system (S2S) that will facilitate the electronic transfer of information between participating states. Nebraska is scheduled to be one of 11 pilot states, with implementation expected no later than July 2017. Full compliance | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>e will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.</p> <p>5/31/16: Nebraska is scheduled to implement state-to-state in October 2016.</p> <p>7/21/16: The Nebraska DMV continues to work on this initiative and plans to implement on October 17, 2016.</p> <p>4/20/17: Nebraska implemented S2S 10-17-2016. Implementation went smoothly and all errors and issues have been resolved. As new states join S2S,</p> |  |
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|  |  |  |  |  |  | <p>duplicate resolution is required, and Nebraska has resolved all issues with all states at this time.4/20/18: Nebraska has resolved all issues with states, currently waiting for TN and MA to resolve duplicate issues on their side. Nebraska has an automated process to resolve duplicates for same name and same SSN#. AAMVA is working on an auto duplicate process that would eliminate the need for individual states to manually process duplicates as new states are added. At this time, 16 states</p> |  |
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|        |      |      |      |      |      | have implemented S2S.3/19/19: Adding Missouri to S2S in January. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>21 | Project Name:<br>Create a Process Flow for the Driver Data System | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrock<br>linsara.Orourke@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Develop a process flow chart for the driver data system to document all processes. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the driver data system. Update: 5/31/16: Currently the Vehicle, Title and Registration System is being modernized. Once that project has been completed – it will be determined when the Driver Licensing System will be incorporated into it. At that time, the process flow chart will be created documenting all processes. 4/20/18: The driver data system will be planned for update after the vehicle system is launch in | Estimated Budget/Funding Source by Year: |
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| Project # 22 | Project Name: Create a Data Dictionary for the Driver Data System. | Lead Agency: Department of Motor Vehicles | Contact Information: Sara O'Rourke Kathy VanBrocklin<br>sara.O'Rourke@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose: Create a data dictionary for the driver data system that will include all of the data elements, validation rules and any elements that will be captured through linkage. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the accuracy and completeness of the driver system data. Update: Selected for implementation by the TRCC 4/21/16.4/20/18: The driver data system will be planned for update after the vehicle system is launch in October 2019. The data dictionary will be established with the new system. | Estimated Budget/Funding Source by Year: |
| Source       | 2016   | 2017                                      | 2018   | 2019  | 2020   |   | Section: 405c                            |

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| Project #<br>23 | Project Name:<br>Implement the Quality Control Program for the Driver Data System | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrock<br>linsara.Orourke@nebraska.gov<br>v<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Develop quality control program for the Driver data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the driver data system.<br>Update: 6/1/16: All CDL records processed daily are reviewed for accuracy. We currently have a 4% error rate, which we would like to reduce to no more than 2%. We also hope in the next year to begin auditing 5% of non-commercial records processed daily.<br>4/20/17: All CDL records processed daily for accuracy. We get monthly reports from AAMVA and the highest error rate was 1.9%. Current | Estimated Budget/Funding Source by Year: |
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|        |      |      |      |      |      | emphasis<br>is on<br>CDL/Thir<br>d Party<br>audits. |                  |
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| Project #<br>24 | Project Name:<br>Deny PRISM Reincarnated Carriers | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Cathy Beedle<br>cathy.beedle@nebraska.gov<br>402-471-3894 | Project Description / Purpose:<br>Develop the process to deny registration to the PRISM reincarnated carriers. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the vehicle data systems. Update: Selected for implementation by the TRCC 4/21/16. 7/21/16: No update to report. 4/20/17: DMV has the authority and does deny registration for out of service carriers under the PRISM program, but identifying “suspected reincarnated carriers” and denying registration would require statute changes. 4/20/18 – No update to report. | Estimated Budget/Funding Source by Year: |
| Source          | 2016  | 2017   | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>25 | Project Name:<br>Create Workflow Documentation for the Vehicle Database | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Betty Johnson<br>betty.johnson@nebraska.gov<br>402-471-3909 | Project Description / Purpose:<br>Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS). | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines.<br>Update: Update 6/1/16: NE DMV is currently in the initial stages of a vehicle system modernization and replacement project. Plans for the new system include full integration with NMVTIS. Project roll-out is anticipated to be in the 2019 timeframe.<br>.7/21/16: Work continues to identify best practices, secure budget authority, and hire a | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>vendor to build a new vehicle system.4/20/17: A Request for Proposal, RFP Number 5557Z1, for the purpose of selecting a qualified contractor to provide the modernization system was released on March 27, 2017. Proposals are due by June 16, 2017; a resulting contract is expected to be signed by September 28, 2017. Final budget authority expected by June 15, 2017. 4/20/18: Contract 80890 (O4) between the State of Nebraska and Fast Enterprises was signed on March 15,</p> |  |
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|  |  |  |  |  |  | <p>2018 to provide a modernized motor vehicle system. Initial stages of the work required by this contract have commenced, including conversations with the American Association of Motor Vehicle Administrators (AAMVA) regarding development and implementation of interactive NMVTIS. A deployment date of October 15, 2019 has been designated. 7/26/18: The Preparation Stage of the Project has been completed. The Definition, Base Configuration, Development, Testing,</p> |  |
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|  |  |  |  |  |  | <p>Conversion, and Training Stages are simultaneously occurring. Interface meetings, design, and development are a priority this summer due to the high number of interfaces required (e.g. NLETS, NCJIS, DHHS, NMVTIS, etc.). The new VTR System (VicToRy) will require personal identifiers (driver license number, social security number, or date of birth) as part of the title/registration issuance process, which will enable cross reference with driver license records. An interface with the</p> |  |
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|  |  |  |  |  |  | <p>driver license system will reduce keystrokes and errors. The personal identifiers will open the possibility to link vehicle and driver records on the DMV systems in the future (replacement of current driver license system will be required to fully link the records).</p> <p>The statewide deployment date is October 15, 2019. Long-range plans are to replace the motor carrier and driver license systems in the future.1/10/19: For the last 8 months, the VicToRy (VTR) project team has</p> |  |
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|  |  |  |  |  |  | <p>been meeting with 28 various State agencies and vendors to determine new interface business rules pertaining to the new VicToRy system. The internal team has also worked diligently on definitions and development for other items such as title/registration, conversion, financials, inventory, e-Services and business processes. The development timeline is:</p> <ul style="list-style-type: none"> <li>• February 1, 2019 – Requirements deadline</li> <li>• April 1, 2019 – Interface developer unit testing start</li> <li>• May</li> </ul> |  |
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|        |      |      |      |      |      | <p>1, 2019 – Interface development deadline From now until October 4th, the team is identifying cutover tasks, which is a list of all preparations and work necessary to switch from the legacy system to VicToRy. Cutover will start October 11th and continue through the weekend. VicToRy will go-live in all offices statewide on October 15, 2019.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project #<br>26 | Project Name:<br>Create Vehicle System Performance Measures | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Betty Johnson<br>betty.johnson@nebraska.gov<br>402-471-3909 | Project Description / Purpose:<br>Develop quality control program for the vehicle data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the vehicle data system. Update: 6/1/16 NE DMV is currently in the initial stages of a vehicle system modernization and replacement project. Plans for the new system include utilizing performance measures and auditing capabilities. Project roll-out is anticipated to be in the 2019 timeframe. 7/21/16: Work continues to identify best practices, secure budget authority, and hire a vendor to build a new vehicle system. 4/20/17: A | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>Request for Proposal, RFP Number 5557Z1, for the purpose of selecting a qualified contractor to provide the modernization system was released on March 27, 2017. Proposals are due by June 16, 2017; a resulting contract is expected to be signed by September 28, 2017. Final budget authority expected by June 15, 2017.4/20/18: Contract 80890 (O4) between the State of Nebraska and Fast Enterprises was signed on March 15, 2018 to provide a modernized motor vehicle</p> |  |
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|        |      |      |      |      |      | <p>system. Initial stages of the work required by this contract have commenced. A deployment date of October 15, 2019 has been designated. 1/10/19: The system performance measures will be launched with the new system October 15, 2019.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| <p>Project #<br/>27</p> | <p>Project Name:<br/>Nebraska<br/>Emergency Medical<br/>Services Data<br/>Quality<br/>Improvement</p> | <p>Lead Agency:<br/>DHHS</p> | <p>Contact Information:<br/>Ashley Newmyer<br/>ashley.newmyer@nebraska.gov(402) 471-4377</p> | <p>Project Description / Purpose:<br/>Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules.</p> | <p>System: Quality Category Project will Address:</p> | <p>Target or Deficiency Project will Address:<br/>100% of EMS records will be submitted electronically in eNarsis. Update: 2015: 83% of EMS services across the state are using electronic forms to submit data to eNarsis. Omaha Fire and Rescue have specific reporting systems developed on their own. All licensed Nebraska Ambulance Services are now required to submit pre-hospital patient data electronically within 72 hours to DHHS, EMS program. 1/1/2015: Dropped to 70.1% of EMS reports to</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>governing agency within 10 days from a high of 99.07 earlier in year.6/2016: 100% of the EMS agencies reporting data electronically submit to eNarsis per state requirements.7/21/16: 100% of the EMS agencies reporting data electronically submit to eNarsis per state requirements.</p> <p>Services are no longer allowed to submit data via paper format. We are moving to helping support the EMS program in development of reports in the electronic Elite system. We are awaiting access to</p> |  |
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|  |  |  |  |  |  | <p>the system so that we can begin developing electronic reports that can be run by each service.1/5/17: Currently have EMS v.2 data through December 2015, no v.3 data available to analyze but is being collected in the Elite Software system. Preparing the full 2015 annual dataset for analysis.4/20/17: Currently have EMS v.2 and EMS v. 3 data through April 2017. Received the NEMSIS V.3/Elite collected data set from Image trend on Monday 4/17/17.4/20/18: Obtained</p> |  |
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|  |  |  |  |  |  | <p>all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communication with Tim and Sharon to learn what their need was for the EMS data dictionary . Installed software to help make customizations to the NEMSIS formatted dictionary .</p> <p>Timelines measurements performed and validation check on demographic variables. Prepare the table of medication among urgent EMS services. Made</p> |  |
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|        |      |      |      |      |      | new criteria to analyze the data in subgroup based on the requirement of EMS data providers. 10/25/18: Added new measure to the EMS annual report to assess time from dispatch to in-service. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project #<br>28 | Project Name:<br>CODES<br>–<br>Linking data | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>rashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>To create a CODES database linking crash, EMS, Hospital Discharge and death certificate data. Resolve errors and issues with final data. | System: Quality Category<br>Project will Address: | Target or Deficiency<br>Project will Address:<br>CODES will create one uniform database to evaluate Nebraska's fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates. Update: January 2014 the 2012 data was linked. After modifications of the linkage specifications, the linkage rate between 2012 crash and hospital discharge data was 77%. 2013 | Estimated Budget/<br>Funding Source by Year: | Source |
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|  |  |  |  |  |  | <p>Management Report has been completed. 2014 datasets have been cleaned, standardized and linked. 7/21/16: Linking of the 2014 data is complete, we are working on the 2014 management report. A project on alcohol involvement, seatbelt use and crash outcomes is ongoing as well as a data request from the Injury prevention program on Motorcycle helmet use and a comparison of medical charges. 1/5/17: DHHS is searching for a</p> |  |  |
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|  |  |  |  |  |  | <p>new<br/>CODES<br/>analyst. The<br/>2014<br/>manage<br/>ment<br/>report<br/>has been<br/>reviewed<br/>by<br/>commun<br/>ications.<br/>A<br/>factsheet<br/>will be<br/>develope<br/>d to<br/>dissemin<br/>ate the<br/>results<br/>of the<br/>interacti<br/>ve<br/>effects<br/>of non-<br/>seatbelt<br/>use and<br/>alcohol<br/>impaired<br/>driving<br/>study.4/<br/>20/17:<br/>Receive<br/>d 2015<br/>death<br/>data;<br/>continue<br/>d<br/>checking<br/>,<br/>cleaning,<br/>and<br/>standardi<br/>zing<br/>2015<br/>crash<br/>and<br/>death<br/>data for<br/>linkage.<br/>Finalize<br/>d<br/>factsheet<br/>s entitled<br/>“Seatbelt<br/>use<br/>reduces<br/>death</p> |  |  |
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|  |  |  |  |  | <p>and severe injuries of alcohol-impaired drivers” and “Helmet use reduces injury severity in motorcycle crashes.” They were approved by communications and will be added to the CODES webpage .1/4/18: Data linkage has been completed for 2015 data and the management report is finalized .</p> <p>Nebraska Injury Surveillance is expanding to add Violent Death Reporting .4/20/18: 2016 CODES Management Reports have been</p> |  |
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|  |  |  |  |  | <p>complete and made available to all providers. 2017 EMS and driver license data has been received. An ESTR story map and dashboard has been created for the Nebraska Teen Drivers 2008-2016 annual research project. 7/26/18: The 2016 management report is complete and available to partners upon request (email Celeste if you would like a .pdf or printed copy). We linked the 2017 crash and EMS data so</p> |  |  |
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|      |      |      |      |      |  | far, and are waiting for the final versions of the rest of our data sources in order to complete those linkages. 10/25/18 : Added new measure to the EMS annual report to assess time from dispatch to in-service. |              |              |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$168,980.00 | \$173,003.00 |

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| Project #<br>29 | Project Name:<br>E-CODE<br>Data<br>Quality<br>Improvement | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>rashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data. | System: Quality Category<br>Project will Address: | Target or Deficiency<br>Project will Address:<br>The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.<br>.Update: February 13, 2014 the 2012 E-CODE report cards were sent to 88 acute care hospitals . Three quarterly reports were also sent to these hospitals with 2013/2014 data by July 2014.<br>One conclusion was that 88% of drug poisoning cases did not reflect valid N-CODEs in the | Estimated Budget/<br>Funding Source<br>by Year: | Source |
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|  |  |  |  |  |  | <p>2012 data. The 2015 data was received through September and the quarterly reports have been prepared and distributed. Preparing for the ICD-10-CM transition by modifying the SAS program. 7/21/16: On-going writing of the SAS program to analyze the ICD-10-CM coded records. The NE Hospital Association is coordinating a meeting with medical coders so that we can discuss feedback on the usefulness of the reports.</p> |  |  |
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|  |  |  |  |  |  | <p>We are also developing a factsheet on the importance and use of accurate E-CODE data to share with medical coders.1/5/17: DHHS has continued to prepare for the ICD-10-CM transition and modified the SAS program for the new coding structure. The ICD-10 coded records have been received through November 2016.4/20/17: Preparations continue for the ICD-10-CM transition. Modified SAS program to conduct</p> |  |  |
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|  |  |  |  |  |  | <p>data quality assessment on new coding structure . As of April 10th we received monthly files through March of 2017 of ICD-10-CM coded records. Prepared a monthly update of the number of records that were received that were still coded in ICD-9-CM.1/4/18: Completed modifications to the SAS program to accommodate ICD-10 records. The ICD-10 coded records have been received through September</p> |  |  |
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|  |  |  |  |  | <p>2017.4/20/18: SAS program modifications have been completed for ICD-10-CM records. The 2017 quality report has been completed and sent to all hospitals .</p> <p>7/26/18: As of May, we received monthly files through April 2018 of ICD-10-CM coded records. Prepared 2018 Quarter 1 data quality report for all hospitals and sent to all reporting hospitals via VB program.</p> <p>10/25/18 : Prepared 2018 Quarters 2 amp 3 data quality</p> |  |  |
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|      |      |      |      |      |  | <p>report for all hospitals and sent to all reporting hospitals via VB program. 4/18/19: Met with NHA officials twice during this time. Discussed E-code data quality, provided feedback to questions on E-code reports from two hospitals, requested an E-code data dictionary.</p> |             |             |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$36,638.00 | \$46,356.00 |

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| Project #<br>30 | Project Name:<br>Create a Data Dictionary for the EMS/Injury Surveillance Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the accuracy and uniformity of the EMS/Injury Surveillance System data. Update: Selected for implementation by the TRCC 4/21/16.6/16: Current validation rules are under review by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated. Validation rules are also being reviewed to get performance measure reports for EMS for Stroke, Cardiac and other | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>medical conditions. 7/21/16: Current validation rules continue to be reviewed by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated.</p> <p>Validation rules are also being reviewed so the Office of EMS and Trauma can develop performance measure reports for EMS for Stroke, Cardiac and other medical conditions. Working with the EMS program on the best process to complete this task. EMS program staff have</p> |  |
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|        |      |      |      |      |      | <p>developed various working document data dictionary during their transition to NEMSIS v.3. We are working to avoid duplication of efforts.4/20/18: Obtained all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communication with Tim and Sharon to learn what their need was for the EMS data dictionary .</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>31 | Project Name:<br>Create System Performance Measures for the EMS/Injury Surveillance Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Develop quality control program for the EMS/injury surveillance data systems including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the data in the EMS/injury surveillance systems. Update: Selected for implementation by the TRCC 4/21/16.6/16: This process is being started in 2016 by the Office of EMS and Trauma. All systems will be reviewed and more validity rules are being put in place. Data audits will be sent out to services in efforts to support services data quality and move to a data driven approach from the department and EMS Board 7/21/16: The | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>EMS section of this project is overlapping with the EMS data quality improvement project. We will incorporate relevant performance measures to and build those into the electronic reports being developing in the Elite system once we have confirmation from the EMS program as to what is most meaningful to measure or is their priority to measure. 1/5/17: Currently have EMS v.2 data through December 2015, no v.3 data available to analyze but is being collected in the Elite</p> |  |
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|  |  |  |  |  |  | <p>Software system. Preparing the full 2015 annual dataset for analysis.6 /4/18: We have complete EMS v.3 data for calendar year 2016 and 2017. Working toward getting monthly back-up files transferred to Nebraska server. Have prepared EMS annual data reports for 2016 and 2017 and currently conducting evaluations of key data sections, demographics, transport times, injury information, etc. driven by EMS program need.7/26 /18: In May 2018, provide the</p> |  |
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|        |      |      |      |      |      | measurement of accuracy and completeness performance based on the NEMSIS V3.4.0 data by month. Measure the timeliness of the data based on patient disposition in May 2018. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project #<br>32 | Project Name:<br>Interfaces /linkage for EMS/Injury Surveillance Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Link all EMS/Injury surveillance systems possible within current statutes. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the linkage of the EMS/Injury Surveillance data.Update: Selected for implementation by the TRCC 4/21/16.7/21/16: Only interface between EMS/Injury Surveillance systems currently in place is that between the EMS system and the trauma registry system.6/4/18: Due to statute restrictions, of all of the datasets that are part of the injury surveillance system only EMS/Trauma Registry can be linked and are linked (as | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>in, has an interface between the two data collection systems) at this time. Work is being done to exchange information between the Omaha hospital electronic medical record vendors and Omaha Fire/Rescue utilizing the Nebraska Health Information Initiative (Health information exchange) . This would eventually be a bi-directional exchange of information to provide EMS services with patient outcome information, and hospitals with pre-hospital</p> |  |
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| Source | 2016 | 2017 | 2018 | 2019 | 2020 |                  | Section:<br>405c |

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| Project #<br>33 | Project Name:<br>Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Add rehabilitation data to the current data systems. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness of the EMS/injury surveillance data. Update:<br>Selected for implementation by the TRCC 4/21/16.7/21/16:<br>The Trauma regulations committee has met, but nothing final on the rehab data section.6/4/18: The Trauma regulations have been approved by the Trauma Board, but still need Board of Health approval and then submitted to the Secretary of State to begin the more formal process. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                 | 2018  | 2019   | 2020  |  | Section: 405c                            |



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| <p>Project #<br/>34</p> | <p>Project Name:<br/>Track Frequency, Severity, amp Nature of Injuries in MVC</p> | <p>Lead Agency:<br/>DHHS</p> | <p>Contact Information:<br/>Ashley Newmyer<br/>ashley.newmyer@nebraska.gov(402) 471-4377</p> | <p>Project Description / Purpose:<br/>Track the frequency, severity and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address: Improve the completeness of EMS/injury surveillance data. Update: Selected for implementation by the TRCC 4/21/16.7/21/16: Development stage of this project.6/4/18: Transitioned to EMS version 3. Conducted evaluation on demographic variables to determine if all EMS validity rules were catching appropriate issues. Met with EMS program to report 2016 amp 2017 results and discuss potential areas of data</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>quality improvement.</p> <p>Transitioned E-Code data quality SAS program to accommodate ICD-10-CM diagnosis and external cause of injury cases.</p> <p>Presented E-Code data quality report to Nebraska Hospital Association and Nebraska Health Information Managers Association Meeting. Linked 2016 Crash, EMS, E-Code, and Death records into the CODES dataset.</p> <p>Presented data linkage quality results at CODES Advisory Committee Meeting. 4/18/19: Develop tool to</p> |  |
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|        |      |      |      |      |      | <p>assess data source for risk and protective factor (RampPF ) information We've identified an entity, University of Nebraska Omaha Center for Public Affairs Research (CPAR), which can help us complete this project. We worked with them to identify the needs of the project and project proposal. The contract is out for signature.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| <p>Project #<br/>35</p> | <p>Project Name:<br/>Allow Access to Roadway Data</p> | <p>Lead Agency:<br/>NDOT</p> | <p>Contact Information: Mark Osborn<br/>mark.osborn@nebraska.gov<br/>402-479-4443</p> | <p>Project Description / Purpose:<br/>Allow access to the roadway data for information users and other departments that could update the information.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address:<br/>Improve the accessibility of the roadway data. Update: Selected for implementation by the TRCC 4/21/16-4/25/18:<br/>The department has implemented a data warehouse that makes roadway data available the entire department. The capabilities for outside users to access the data are under investigation with the domain move. Users outside of the roadway Asset Management section will not be able to update data. The Traffic Analysis</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|        |      |      |      |      |      | <p>Unit created interactive statewide GIS maps of all NDOT traffic counts in the last two years and published it to the NDOT website for the public to use. Because NDOT collects all traffic counts on a two-year cycle, this data represents the most complete and up-to-date traffic count data available. The data has also been publishing to the State of Nebraska GIS data repository (Nebraska MAP) for the public to download and complete their own data analysis.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>36 | Project Name:<br>Collect All MIRE Data | Lead Agency:<br>NDOT | Contact Information: Mark Osborn<br>mark.osborn@nebraska.gov<br>402-479-4443 | Project Description / Purpose:<br>Collect all MIRE FDE data in the roadway data system and include a process for updating and adding data. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the completeness of the roadway data.<br>Update: Selected for implementation by the TRCC 4/21/16.<br>10/20/16: BTSD has approved the project to update the mainframe to include tables for the remaining MIRE FDE's not currently collected. We have the data available so when the tables are created we can populate them fairly easily.<br>4/20/18: This project is on hold due to other department priorities but it will make the deadline. | Estimated Budget/Funding Source by Year: |
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| <p>Project #<br/>37</p> | <p>Project Name:<br/>Develop a Quality Control Program for the Roadway Data</p> | <p>Lead Agency:<br/>NDOT</p> | <p>Contact Information: Mark Osborn<br/>mark.osborn@nebraska.gov<br/>402-479-4443</p> | <p>Project Description / Purpose:<br/>Develop quality control program for the roadway data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. Develop a comprehensive data dictionary.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address: Improve the data accuracy of the roadway data system. Update: Selected for implementation by the TRCC 4/21/16.5/2/17: Currently only the business area responsible for the elements internally have access to the data. The systems are planned to facilitate access to the data. NDOT will put the data on the State of Nebraska Open Data website and also put a link on the Nebraska Department of Transportation public site. 4/20/18: The</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>Traffic Analysis Unit created multiple automated quality control reports that compare the route and reference posts of traffic counts and traffic log segments against the valid routes and reference posts tables maintained by Materials and Research division. A historical quality report was created to chart the change in data quality over time against historical trends. Another initiative was dropping the national functional classification (NFC) code from the traffic count descriptio</p> |  |
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|        |      |      |      |      |      | <p>n table and pulling that code from the NFC table maintained by Materials and Research division. This automatic linking of NFC data to the source improved the quality of data by removing the need to manually update the NFC data in the traffic count table.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project # 38 | Project Name: Provide Truly Integrated Data | Lead Agency: TRCC Management/HSO | Contact Information: Bill Kovarik william.kovarik@nebraskagov 402-471-2516 | Project Description / Purpose: Work with all data system administrators to integrate all of the traffic records systems. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data integration of all of the data systems. Update: Selected for implementation by the TRCC 4/21/16. | Estimated Budget/Funding Source by Year: |
| Source       | 2016  | 2017                             | 2018   | 2019   | 2020   |  | Section: 405c                            |

| Project # | Project Name:           | Lead Agency:        | Contact Information:   | Project Description / Purpose:   | System: Quality Category              | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
|-----------|-------------------------|---------------------|--|--|---------------------------------------|--|--|--------|
| 39        | Develop Data Governance | TRCC Management/HSO | Bill Kovarik<br>william.kovarik@nebraska.gov<br>402-471-2516 | Work with all data system administrators to define the overall management of the availability, usability, integrity, and security of the traffic records data. | Project will Address: Traffic Records | Project will Address: Improve the accuracy of the traffic records data by verifying the security of the data. Update: Selected for implementation by the TRCC 4/21/16. 10/20/16 : The NDOT has established a Data Governance (DG) and a Business Intelligence Competency Center (BICC) to manage all Nebraska traffic data. 4/20/17: All data is expected to be moved to the new data manage |  |        |

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|  |  |  |  |  |  | <p>ment system by 2018. Data Governance is now considered a discipline at NDOT. The NDOT DG Working Group is responsible for creating and resolving data quality issues, data standards and documenting the source of truth of the data. DG helps the business analysts in the Traffic Highway Safety Division identify where they should be getting the source of truth for data (highway, city, county, zip codes, roadway classific</p> |  |  |
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|  |  |  |  |  |  | <p>ations, ADT and more) when they are analyzing their data and reporting on it. DG can also help the Traffic Highway Safety Division identify where there are data quality issues in their source data and take actions to correct it.4/20/18: Department of Health and Human Services (DHHS) has started a DG process. To date, steering and executive committees have been established, a draft charter has been completed, a list</p> |  |  |
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|      |      |      |      |      |  | of data themes and issues has been compiled, a “yellow pages” data staff directory project has begun, and a basic framework for future actions has been completed. |     |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$0 | \$0 |

| Project # | Project Name:                                      | Lead Agency: | Contact Information:  | Project Description / Purpose:  | System: Quality Category              | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
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| 40        | Highway Safety Information System Database Rewrite | NDOT         | Sean Owingss<br>sean.owingss@nebraska.gov<br>(402) 479-4628 | Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUC C version 4 data elements, making NDOT 100% MMUC C version 4 compliant. | Project will Address: Traffic Records | The target of this project is to improve the crash data completeness to 100% MMUC C version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.<br>Update: Project plans are completed to start in October |  |        |

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|  |  |  |  |  | <p>2016.7/2<br/>1/16:<br/>Directed<br/>by Dan<br/>Waddle<br/>to create<br/>a<br/>Request<br/>For<br/>Proposal<br/>(RFP) to<br/>replace<br/>the<br/>system.<br/>I'm<br/>currently<br/>performi<br/>ng the<br/>requirem<br/>ent<br/>gatherin<br/>g phase<br/>of the<br/>project.<br/>10/20/16<br/>: A<br/>rewriting<br/>of the<br/>Highway<br/>Safety<br/>Informat<br/>ion<br/>system<br/>(HSI) is<br/>required<br/>in order<br/>to<br/>accomm<br/>odate the<br/>new<br/>Model<br/>Minimu<br/>m<br/>Uniform<br/>Crash<br/>Criteria<br/>(MMUC<br/>C) 4+<br/>data<br/>elements<br/>and table<br/>structure<br/>. At this<br/>time<br/>NDOT<br/>knows<br/>the HSI<br/>database<br/>needs to</p> |  |
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|  |  |  |  |  |  | <p>be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27th will dictate the direction of the upgrade and the go-live date for the complete MMUC C 4+ Upgrade Project.</p> <p>1/5/17: The MMUC C coding team met with NDOTa poss upper management on October 27, 2016 to discuss the projecta poss scope, time and cost.</p> |  |  |
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|  |  |  |  |  |  | <p>With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected</p> |  |
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|  |  |  |  |  |  | <p>by end of next week.4/20/17: NDOT received one response , we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third party solution. 4/20/18: Since a complete replacement of the current vehicle crash database is needed to accomm</p> |  |  |
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|  |  |  |  |  | <p>update the MMUC C 5 data requirements, NDOT has made the decision to replace the current database . A Request for Proposal (RFP) was completed and posted on December 28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site. 4/18/19: LexisNexis has finished the Project Management Plan and will have</p> |  |  |
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|      |      |      |      |      |  | complete the Gap Analysis Report by May 31, 2019. Once these two documents are done and approved, the detailed design phase, testing and implementation can begin. Project completion is scheduled for 1/1/2021. |     |              |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$0 | \$100,000.00 |

**Traffic Records Supporting Non-Implemented Recommendations**

**Projects Selected for Implementation**

The following projects were selected for implementation by the TRCC:

| Project # | Project Name:                              | Lead Agency: | Contact Information:                                      | Project Description / Purpose:   | System: Quality Category Project will Address: | Target or Deficiency Project will Address:   | Estimated Budget/Funding Source by Year: | Source |
|-----------|--|--------------|---|--|--|--|--|--------|
| 1         | Driver's Electronic Crash Reporting System | NDOT         | Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | To create a driver's electronic crash report form, DR41 that will reduce time for the submission of driver's reports that allow data retrieval from the Highway Safety Information system to 45 days from the current 90 days. To increase the accuracy rate of driver's submitted reports by eliminating hard-to-read hand written reports and replacing them with electronic versions. To reduce | Crash Records                                  | The target of this system support project is to reduce the number of days between the submission of driver's reports and data retrieval from the HSI system from 90 days to 45 days or less by an electronic means to enter and submit a vehicle crash report. Update: 11/15: Databank is currently working to map NDOT's XSD 2.0 to the Driver's Crash Reporting System (DCRS's) front- |  |        |

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|  |  |  |  | <p>mail handling and scanning time by creating the images electronically and then automatically moving the reports into the Highway Safety – Accident Records Section’s imaging system. To notify and to give the public an electronic means to enter and submit a vehicle crash report.</p> |  | <p>end. It is expected that preliminary testing of the data transmittal process will begin mid-February, 2016. The current “soft release” target date is the third quarter of 2016.1/16: Coding was complete 1/15/16. Databank is now mapping to NDOT’s XSD schema. The user interface has been tested.2/16: Databank is scheduled to deliver the test URL the first week of March 2016.4/16: Final release of the DCRS</p> |  |
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|  |  |  |  |  |  | <p>will depend on which testing methods are employed and the amount of time it takes to resolve any issues encountered during the testing process. The current "soft release" target date is set for the third quarter of 2016.7/21/16: Testing to the User Interface has been completed. Additional testing has been performed on the DR41 to crash reporting database – testing should be wrapped up by the end of August. Coding</p> |  |  |
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|  |  |  |  |  |  | <p>to extract and display the DR41 image is underway and should be completed by October 1, 2016, at which time the system will be ready to go live.10/20/16: NDOT is testing the image creation and data transmittal process at this time. The system is scheduled to go live January 2017. Training information will be included with the online application. 1/5/17: A new developer has been assigned to the project.</p> |  |  |
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|  |  |  |  |  |  | <p>The anticipated production date is now April 10, 2017.<br/>4/20/17: The DCRS is currently in final testing and is scheduled to be moved into production on July 1, 2017.<br/>1/4/18: The DCRS is scheduled to go into production on February 19, 2018. Help files will be available with the soft launch of the electronic form. The paper DCR has been updated to MMUC C 5 and will be available in 2018.<br/>4/20/18: The DCRS has been</p> |  |  |
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|  |  |  |  |  |  | <p>delayed until mid-2018 due to other system demands.</p> <p>7/26/18: The DCRS launched with a soft release on 6/15/18. Some issues have been discovered and resolved. Help files are available and minimal support has been required. The paper DCR has been updated to MMUC C 5 and will be available later in 2018.</p> <p>1/10/19: The public launch is planned for 1/14/19. A driver's exchange form was printed and distributed.</p> |  |  |
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|      |      |      |      |      |  | <p>ed to law enforcement.4/18/19: During the last half of 2018, NDOT received 13.25% of all driver reports via the new electronic reporting process. Official notification of the system was made to the public in January. In January 2019 20.83% of reports were submitted electronically.</p> |             |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$25,000.00 | \$0 |

| Project # | Project Name:                                    | Lead Agency: | Contact Information:                                      | Project Description / Purpose:                                      | System: Quality Category            | Target or Deficiency  | Estimated Budget/Funding Source by Year: | Source |
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| 2         | Investigator's Electronic Crash Reporting System | NDOT         | Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | To upgrade the EAF 2.0 Investigator's electronic crash report form. | Project will Address: Crash Records | To reduce the current average of 15 minutes to an average of less than 10 minutes for submission of an Investigator's report. To increase the accuracy rate of Investigator's submitted reports by eliminating manual entry of key data. To reduce the amount of amended reports being submitted to NDOT by eliminating the manual entry of data. To reduce the |  |        |

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|  |  |  |  |  |  | <p>amount of rework required by the data entry unit by reducing the amount of incoming amended reports. To reduce the amount of time it takes an officer / supervisor to approve an entered investigator's report. Update: 11/15: NDOT user interface screens completed – working on data image migration. Currently, there are a few outstanding technical issues that need to be addressed before a final decision can be made. A</p> |  |  |
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|  |  |  |  |  |  | <p>final decision should be made by the end of December, or early January, at which time the strategies on this project can be outlined.</p> <p>2/16: NDOT in discussion with Nebraska State Patrol (NSP) whether to use the TraCS or the EAF2.0 to collect the new MMUC C elements.</p> <p>Hiring process began for contract programmers.</p> <p>4/16: The hiring process for the contractors has begun.</p> <p>The discussions with Nebraska State Patrol</p> |  |  |
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|  |  |  |  |  |  | <p>about using TraCS crash reporting instead of the current EAF2.0 could result in changes to this project.7 /21/16: Testing to the User Interface has been completed. Additional testing has been performed on the DR41 to crash reporting database – testing should be wrapped up by the end of August. Coding to extract and display the DR41 image is underway and should be completed by October 1, 2016, at which time the system will be</p> |  |  |
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|  |  |  |  |  |  | <p>ready to go live. 10/20/16 : The mapping of all third party 1.0 Investigator electronic reporting systems to NDOT's XSD 2.1 reporting process was finalized in September 2016. Additionally, since the last TRCC meeting NSP has started mapping their TraCS crash reporting model to NDOT's XSD 2.1 process, once done NSP will migrate their users from NDOT's electronic crash reporting system (EAF2.0) over to the new TraCS reporting process.</p> |  |  |
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|  |  |  |  |  |  | <p>It is planned that all statewide EAF 2.0 users will be migrated over to TraCS within the next year – Time frame is subject to change depending on testing and user acceptance of the TraCS crash module.</p> <p>4/20/17: Currently, NSP is planning to schedule migrating the EAF 2.0 agencies over sometime after August 2017. Complete migration could take up to six months.</p> <p>1/4/18: NDOT's proposed MMUC C 5 Police Accident Report (PAR)</p> |  |  |
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|  |  |  |  |  |  | <p>was finalized October 5, 2017. NSP has continued to move forward with TraCS and is now planning to migrate the EAF 2.0 users to TraCS third quarter 2018. The other NSP updates include: MACH/ CAD (Computer Aided Dispatch Software) is in use by NSP. MACH pricing has been set at \$24 per user for local agencies. Several agencies have signed contracts for MACH with NSP. TraCS pricing has been set at \$60 per user for</p> |  |  |
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|  |  |  |  |  |  | <p>local agencies . Several agencies are interested in contracting with NSP for TraCS. Ongoing support for the web based TraCS service will need to be discussed.4/20/18: Migration of EAF users to TraCS is planned for late 2018 after the testing is completed. NDOT will provide support for the users.7/26/18: NDOT's proposed MMUC C 5 Police Accident Report (PAR) was finalized October 5, 2017. The electronic version will not</p> |  |  |
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|      |      |      |      |      |  | be used until the launch of the new crash database 1/1/2021 . |              |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$230,265.00 | \$0 |

| Project # | Project Name:                    | Lead Agency: | Contact Information:                                  | Project Description / Purpose:  | System: Quality Category Project will Address: | Target or Deficiency Project will Address:  | Estimated Budget/Funding Source by Year: | Source |
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| 3         | PAR XSD Reporting System Upgrade | NDOT         | Sean Owings<br>sean.owings@ndot.gov<br>(402) 479-4628 | NDOT's Police Accident Report (PAR) to align closer to the recommendations within the MMUC C 4th edition. All electronic systems will be transmitting the same data, via the same transmittal process, thus eliminating the current two separate transmittal approach. Redesign of the PAR will allow NDOT to capture high interest research data elements, like mobile |  | The target of this project is to increase the MMUC C compliance of NDOT's current PAR from the now 55.8% to 80% or greater. Update: 2015: Stage One: Severity change definition – Done 1/1/2016 Stage Two: The mapping of all third party Investigator electronic reporting systems to NDOT's XSD 2.0 reporting process will be accomplished by July 1, 2016. The |  |        |

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|  |  |  |  | phone<br>distracti<br>on. | Business<br>Technol<br>ogy<br>Support<br>Division<br>is<br>currently<br>actively<br>working<br>with<br>both<br>third<br>party<br>vendors<br>to map<br>to the<br>new<br>XSD<br>and<br>transmitt<br>al<br>process.<br>Reports<br>indicate<br>that they<br>will<br>meet the<br>July<br>deadline.<br>Stage<br>Three:<br>The<br>rewriting<br>of<br>NDOT's<br>XSD 2.0<br>to<br>incorpor<br>ate all<br>MMUC<br>C 4th<br>editions<br>data<br>elements<br>. BTSD<br>has hired<br>three<br>new<br>contract<br>ors –<br>first to<br>start<br>May 9th,<br>the<br>followin<br>g two<br>shortly<br>after, at<br>which |  |  |
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|  |  |  |  |  |  | <p>time creation of the XSD 3.0 will commence. Once done, the new XSD 3.0 will incorporate all the NDOT approved MMUC C 4th edition data elements. This new XSD will then become the approved standard for electronic reporting, with adoption and implementation of all electronic reporting systems to make the switch over by 7/1/2017 4/16: Work on updating the new paper PAR has been underwa</p> |  |  |
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|  |  |  |  |  |  | <p>y for the last 9 months and should be finalized by the NDOT PAR group by month's end. The remaining tasks of this project have been broken down into three stages. This new XSD will then become the approved standard for electronic reporting, with adoption and implementation of all electronic reporting systems to make the switch over by 7/1/2017 – date subject to change 7/21/16: Since MMUC</p> |  |  |
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|  |  |  |  |  |  | <p>C 5 (preliminary) has been released. NDOT has made the decision to incorporate most MMUC C 5 elements into the new PAR, this inclusion has required additional time to rework the PAR. A final version of the MMUC C 4+ PAR should be complete by October 1, 2016. 10/20/16 : Since the last TRCC meeting, a new version of MMUC C had been released. NDOT decided to incorporate most of the version</p> |  |  |
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|  |  |  |  |  |  | <p>5 data elements . This decision required the complete redesign of the then approved MMUC C 4 PAR form. Redesigning the form will allow for the additional MMUC C 5 data elements and form design suggestions being made within the new version. A new Beta version of the MMUC C 4+ form should be ready for the State MMUC C team's review by month's end. Training will be created for law enforcement and</p> |  |  |
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|  |  |  |  |  |  | <p>coordinated with the Law Enforcement Training Center.1 /5/17: Redesign of the Police Accident Report (PAR) to incorporate both the MMUC C 4 and MMUC C 5 data elements has been finished by the internal NDOT MMUC C team and the image is currently being modified by the NDOTa poss Communications Division aposs graphics team. Once complete , this latest version will be sent out to the statewide MMUC C team for final review (Mid-January)</p> |  |  |
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|  |  |  |  |  |  | <p>; after which, any approved suggestions will be designed into the final PAR making the form complete .4/20/17:<br/>The NDOT MMUC C team is currently reviewing NHTSA's Go Team findings in preparation for an upcoming meeting. The final decisions will be used to modify and enhance NDOT's MMUC C 4+ PAR.1/4/18:<br/>Since a complete replacement or rewrite of the current vehicle crash database is needed to</p> |  |  |
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|  |  |  |  |  |  | <p>accommodate MMUC C 5, a Request for Proposal has been completed and will be updated in Project # 40.4/20/18: The RFP closed January 25, 2018 but there is not a firm date to have a vendor on site yet. 7/26/18: NDOT and the Attorney General are working with LexisNexis to finalize a contract. 1/10/19: Replacement of NDOT's vehicle crash database . On Thursday, December 13, 2018, LexisNexus was at NDOT for the Vehicle</p> |  |  |
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|      |      |      |      |      |  | Crash Database Replacement MMUC C 5 Upgrade Project kick-off meeting. LexisNexis will have their team in place at NDOT and start work on January 16, 2019. The current timeline has a final MMUC C 5 Crash Information Database (CID) moved into production by January 1, 2021. |             |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$36,638.00 | \$0 |

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| <p>Project #<br/>4</p> | <p>Project Name:<br/>Develop a “Smart Map”<br/>Harmonized Location Referencing System</p> | <p>Lead Agency:<br/>NDOT/NCC</p> | <p>Contact Information: Sean Owings and Mike Fargensea<br/>n.owings@nebraska.gov<br/>mike.fargensea@nebraska.gov<br/>(402) 479-4628<br/>(402) 471-3992</p> | <p>Project Description / Purpose:<br/>Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ability to overlay enforcement with crash records.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address:<br/>Crash locations are currently not accurately recorded. Ideally, this system would support auto-population of location data fields on the crash report (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</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>locations in the roadway inventory data. Update: The first part of this two-part project has been completed. NDOT has built the backend of this system which will allow us to capture the incoming data and map this data to our investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash. This "point placement" will then transfer the maps latitude/longitude data into the EAF system and into NDOT's database. A</p> |  |
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|  |  |  |  |  |  | <p>completion date has not been established for the second stage of the project.3/2016: This will be pending a decision by NDOT and NSP on the input system (if TraCS is selected or EAF2.0). 7/21/16: NDOT has made the decision to move to TraCS (6/23/16) so work on this project has stopped. These features will be available within TraCS.10/20/16: NSP is deploying the web services implementation of TraCS. This will provide advantages for NSP as well as implementing agencies. This will</p> |  |
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|  |  |  |  |  |  | <p>centralize updates, making them easier for NSP, and removing the need for local agencies to deploy and license their own agency maintained TraCS database. With all of the data at the central server we will still be able to distribute it to prosecutors and the courts. We anticipate also licensing the TraCS Location Tool (TLT) but need to work out start times and funding availability. 4/20/17: The TraCS Location Tool (TLT) is being tested by the Nebraska State Patrol (NSP), the Lincoln</p> |  |
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|        |      |      |      |      |      | <p>Police Department and Lancaster County Sheriff's Office.</p> <p>Once testing is complete it will be rolled out to all TraCS users.</p> <p>4/20/18: TLT has a working version that is being tested.</p> <p>Still waiting on some local road data.</p> <p>9/18/18: TLT is now working on the crash form.</p> <p>After additional testing-it will be programmed for other forms.</p> |                 |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:<br>402 |

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| Project #<br>5 | Project Name: Establish a comprehensive, formal quality control program for crash data | Lead Agency: NDOT | Contact Information: Sean Owingss<br>ean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose: Establish a comprehensive, formal quality control program for crash data. | System: Quality Category Project will Address: Crash Records | Target or Deficiency Project will Address: A complete set of operationally-relevant data quality performance measures for the crash system covering timelines, accuracy, completeness, consistency, integration, and accessibility. A formal method of counting and tracking errors and providing feedback to law enforcement agencies. A link between error tracking and training content so that common errors | Estimated Budget/Funding Source by Year: | Source |
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|  |  |  |  |  |  | <p>can be documented and addressed in the academies and in periodic refresher training. Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors. Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form. Update: The investigators manual has been</p> |  |  |
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|  |  |  |  |  |  | <p>updated to address errors logged, corrected and addressed in training (January 2014). Help files are within the EAF system and can be updated as needed. This project will be updated after project 2 and 3 are completed to allow metrics to be established on complete data. 1/2016: NDOT has started a Business Intelligence Competency Center (BICC) workgroup as well as a Data Governance workgroup. These groups</p> |  |  |
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|      |      |      |      |      |  | will be responsible for all of the data for the NDOT including the crash data. It is estimated that Data Governance policies will be established during 2016 or 2017.7/21/16: Work continues. 4/20/18: The quality control measures will be established as the new system is launched in 2020. |     |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:   | \$0 | \$0 |

| Project # | Project Name:                                  | Lead Agency: | Contact Information:                                       | Project Description / Purpose:  | System: Quality Category            | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
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| 6         | MMUC C Version 4.0 Compliant (PAR XSD Upgrade) | NDOT         | Sean Owingss<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Update the Crash Records systems to become MMUC C version 4.0 compliant. All electronic systems will be transmitting the same data, via the same transmittal process. Redesigned PAR will allow NDOT to capture high interest research data elements. Richer dataset to work from leading to a safer and national roadway system. | Project will Address: Crash Records | Project will Address: Crash records are currently MMUC C version 1.0 compliant, will upgrade to version 4.0. Additional data is necessary to have standard data to allow national comparisons. Update: 11/15: A team has been assembled to assess the data requirements to meet the MMUC C version 4.0 requirements. The mapping of all third party Investigator electronic reporting systems to |  |        |

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|  |  |  |  |  |  | <p>NDOTa<br/>poss<br/>XSD 2.0<br/>reporting<br/>process<br/>will be<br/>accompli<br/>shed by<br/>July 1,<br/>2016.<br/>The<br/>rewriting<br/>of<br/>NDOTa<br/>poss<br/>XSD 2.0<br/>to<br/>incorpor<br/>ate all<br/>MMUC<br/>C 4th<br/>editions<br/>data<br/>elements<br/>is<br/>planned<br/>for the<br/>first<br/>quarter<br/>of<br/>2016.2/1<br/>6:<br/>MMUC<br/>C<br/>elements<br/>have<br/>been<br/>reviewed<br/>,<br/>recomm<br/>endation<br/>s have<br/>been<br/>entered<br/>into the<br/>form and<br/>is now<br/>being<br/>reviewed<br/>.<br/>7/21/16:<br/>NDOT<br/>has<br/>decided<br/>to<br/>incorpor<br/>ate most<br/>of the<br/>suggeste</p> |  |  |
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|  |  |  |  |  |  | <p>d<br/>MMUC<br/>C 5<br/>elements<br/>into the<br/>new<br/>XSD<br/>and<br/>PAR.<br/>Contract<br/>ors are<br/>currently<br/>working<br/>on the<br/>new<br/>XSD<br/>and<br/>NDOT<br/>is<br/>creating<br/>the new<br/>PAR –<br/>both<br/>should<br/>be<br/>complete<br/>d by<br/>October<br/>1,<br/>2016.10/<br/>20/16:<br/>Since<br/>the last<br/>TRCC<br/>meeting,<br/>a new<br/>version<br/>of<br/>MMUC<br/>C had<br/>been<br/>released.<br/>NDOT<br/>decided<br/>to<br/>incorpor<br/>ate most<br/>of the<br/>version<br/>5 data<br/>elements<br/>. This<br/>decision<br/>required<br/>the<br/>complete<br/>redesign<br/>of the<br/>then</p> |  |  |
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|  |  |  |  |  |  | <p>approved MMUC C 4 PAR form. Redesigning the form will allow for the additional MMUC C 5 data elements and form design suggestions being made within the new version. A new Beta version of the MMUC C 4+ form should be ready for the State MMUC C team's review by month's end. Training will be created for law enforcement and coordinated with the Law Enforcement Training Center. 1/5/17: The MMUC</p> |  |  |
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|  |  |  |  |  |  | <p>C coding team met with NDOTa poss upper management on October 27, 2016 to discuss the projecta poss scope, time and cost. With our current level of understanding, it has been estimate d that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Manage ment has requeste d that a Request For Informat ion (RFI) be drafted and posted. Currentl y, the</p> |  |  |
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|  |  |  |  |  |  | <p>RFI is complete and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week.4/20/17:<br/> This RFI was posted and advertised on February 28, 2017, and closed April 5, 2017. NDOT received one response which we are currently reviewing.1/4/18:<br/> NDOT's MMUC C 5 Police Accident Report (PAR) was finalized October 5, 2017. Since a complete replacement or</p> |  |  |
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|  |  |  |  |  |  | <p>rewrite of the current vehicle crash database is needed to accommodate MMUC C 5, a Request for Proposal has been completed and will be updated in Project # 40.4/20/18: The new MMUC C form will launch with the new database in 2020.7/26/18: The fourth version of the MMUC C 5 Driver's paper crash report has been completed. A meeting has been set for August 2, 2018, for the internal NDOT MMUC C team</p> |  |  |
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|  |  |  |  |  |  | <p>to review the form. Since only minor issues were identified in version three it is likely that this form should be complete at the conclusion of this meeting. 1/10/19: Working with NSP, we have finished the Beta version of the XSD. LexisNexis, the contract or hired to replace our crash database, will be starting the process of analyzing the XSD against their system. Once complete, any necessary changes</p> |  |  |
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|      |      |      |      |      |  | will be completed; at which time, we can send the final XSD out to our third-party reporting companies so that they can start mapping their systems to our new MMUC C 5 database. |             |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c   | \$38,640.00 | \$0 |

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| Project #<br>7 | Project Name:<br>Improve the Data Dictionary for the Crash Data System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the crash data completeness and accuracy.<br>Update: Selected for implementation by the TRCC 4/21/16.7/21/16:<br>This will be included in the XSD validation process.<br>1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.4/20/18: This project is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016   | 2017                 | 2018   | 2019  | 2020  |   | Section:<br>405c                         |

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| Project #<br>8 | Project Name:<br>Improve the Process/P<br>rocedures Flows for<br>the Crash Data<br>System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Create a process flow diagram for collection, reporting and posting of crash data. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness and accuracy of crash data.<br>Update: Selected for implementation by the TRCC on 4/21/16.<br>7/21/16: This will be included in the XSD validation process.<br>1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.<br>4/20/18: This project is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016  | 2017                 | 2018   | 2019   | 2020  |  | Section:<br>405c                         |

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| Project #<br>9 | Project Name:<br>Improve the Interfaces with the Crash Data System | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Improve the timeliness and availability with real-time interfaces for driver, vehicle and roadway data systems. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.<br>Update: Selected for implementation by the TRCC on 4/21/16. 7/21/16: At the present time the crash system cannot be linked due to software constraints. This will be reviewed after the system upgrade that is scheduled to be completed in 2020. | Estimated Budget/Funding Source by Year: |
| Source         | 2016   | 2017                 | 2018   | 2019  | 2020  |  | Section: 405c                            |

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| Project #<br>10 | Project Name:<br>Crash Report Rejection/Resubmission Process | Lead Agency:<br>NDOT | Contact Information: Sean Owings<br>sean.owings@nebraska.gov<br>(402) 479-4628 | Project Description / Purpose:<br>Define and implement a process where incomplete or inaccurate crash reports will be returned to law enforcement for corrections. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the crash data system. Update: Selected for implementation by the TRCC 4/21/16. 7/21/16: No progress 4/20/18: This process will be reviewed with the planning of the new system replacement. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                 | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>11 | Project Name:<br>Citation/<br>Adjudication<br>System<br>Data<br>Dictionary | Lead Agency:<br>Nebraska<br>Crime<br>Commission | Contact Information: Mike Fargenmi<br>ke.fargenmi@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose:<br>Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Create an approved data dictionary for the Citation/Adjudication system including all databases.<br>Update: Selected for implementation by the TRCC 4/21/16.4/20/17:<br>Due to changes in Staff, this project has not been implemented. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017  | 2018   | 2019  | 2020  |   | Section:<br>405c                         |

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| Project #<br>12 | Project Name:<br>Improve the Data Quality Control Program for the Citation/Adjudication System | Lead Agency:<br>Nebraska Crime Commission | Contact Information: Mike Fargenmi<br>ke.fargenmi@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose: Implement performance measures and trend analysis to assess data quality. These will include a complete set of data quality performance measures for the citation/adjudication systems covering timeliness, accuracy, completeness, consistency, integration, and accessibility. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data accuracy by tracking all needed improvements. Develop a performance measure grid with all six attributes being updated annually. Update: Selected for implementation by the TRCC 4/21/16.4/20/17: Due to changes in Staff, this project has not been implemented. 1/10/19: No update. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                                      | 2018   | 2019  | 2020   |   | Section: 405c                            |

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| Project #<br>13 | Project Name:<br>NIEM Guidelines | Lead Agency:<br>Nebraska Crime Commission | Contact Information: Mike Fargen<br>mike.fargen@nebraska.gov<br>(402) 471-3992 | Project Description / Purpose:<br>Update NIEM guidelines to adhere for data transfer to the courts. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve data uniformity by 50% of data records from the current 0% that comply with NIEM guidelines.<br>Update: Selected for implementation by the TRCC 4/21/16.4/20/17:<br>Due to changes in Staff, this project has not been implemented.1/10/19: No Update | Estimated Budget/Funding Source by Year: |
| Source          | 2016                             | 2017                                      | 2018   | 2019  | 2020  |   | Section: 405c                            |

| Project # | Project Name:            | Lead Agency:              | Contact Information:                                      | Project Description / Purpose:   | System: Quality Category                                | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
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| 14        | Citation Tracking System | Nebraska Crime Commission | Mike Fargen<br>mike.fargen@nebraska.gov<br>(402) 471-3992 | Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System. | Project will Address: Citation and Adjudication Records | Project will Address: Launch an integrated system that will track 100% of citations through adjudication. Update: Citations issued electronically are now being made available to prosecutors via NCJIS uploaded the same day of issuance and then made available within 48 hours. The main agency not using this process is the Douglas County Attorney. The citations are instead delivered manually |  |        |

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|  |  |  |  |  | <p>y. Those prosecutors who are ingesting the data into their case management system similarly have the data available on the same day the images are available.</p> <p>1/2016: User conferences for Sleuth (law enforcement) and CMS (prosecutors) were held in October. Both could have significant impacts on eCitations. Affinity is continuing work on the eCrash form and ALR report for TraCS. We have received</p> |  |  |
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|  |  |  |  |  | <p>an initial draft of the crash report but Affinity has questions on data validations. Valerie Morris began working more on traffic record automation. She will work with agencies to move citations and crashes electronically. We have been working with NSP and NDOT on using a crash report platform, probably TraCS, to have agencies submit crash data and images instead of NDOT developing a new EAF extension. This creates question</p> |  |  |
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|  |  |  |  |  |  | <p>s and issues on support and development. There are apparent issues in some states with online TraCS (a newer application) and we must look closely at this being a viable solution. 3/2016: Investigating TraCS as an online solution for smaller agencies so they do not have to purchase high priced equipment. 4/16: The NCC continued work with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP)</p> |  |  |
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|  |  |  |  |  |  | <p>and others on the format and content of a new citation. This is anticipated to be completed and before the Supreme Court for approval and questions by the fall of 2016. The NCC completed contracts with Hastings PD, Lincoln PD and the Lancaster County Sheriff's Office for hardware acquisitions. The NCC will be implementing the TraCS web services with the servers at the NSP and anticipate licensing the</p> |  |  |
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|  |  |  |  |  |  | <p>TraCS<br/>Location<br/>Tool<br/>(TLT).<br/>10/20/16<br/>: The<br/>NCC<br/>continue<br/>d work<br/>with the<br/>Adminis<br/>trative<br/>Office of<br/>the<br/>Courts<br/>(AOC)<br/>and the<br/>Nebrask<br/>a State<br/>Patrol<br/>(NSP)<br/>and<br/>others<br/>on the<br/>format<br/>and<br/>content<br/>of a new<br/>citation.<br/>This is<br/>anticipat<br/>ed to be<br/>complete<br/>d and<br/>before<br/>the<br/>Supreme<br/>Court<br/>for<br/>approval<br/>and<br/>question<br/>s by the<br/>fall of<br/>2016.<br/>The<br/>NCC<br/>will be<br/>impleme<br/>nting the<br/>TraCS<br/>web<br/>services<br/>with the<br/>servers<br/>at the<br/>NSP and<br/>anticipat<br/>e</p> |  |  |
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|  |  |  |  |  | <p>licensing the TraCS Location Tool (TLT).1/5/17: The NCC continued work with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP) and others on the format and content of a new citation. The NCC has implemented the TraCS web services with the servers at the NSP which is currently being tested by Lincoln Police Department and Lancaster County Sheriff's Office.4/20/17: The NCC continued work</p> |  |  |
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|  |  |  |  |  |  | <p>with the Administrative Office of the Courts (AOC) and the Nebraska State Patrol (NSP) and others on the format and content of a new citation. During this time NCC experienced turnover in the Information Services Division causing delays. The TraCS and TLT will now be part of the same contractual agreement and includes 3rd Party Vendor options. An effort must be made to ensure all law enforcement agencies of all</p> |  |  |
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|  |  |  |  |  |  | <p>sizes and citation volume have an opportunity to enhance citation data collection processes. A concentrated effort will be made to increase the competitive technological marketplace as it relates to the whole citation tracking system. To succeed there is a need for re-commitment to a high level of collaboration and overall team transparency as it relates so the citation tracking system.1/4/18: The new citation form has been approve</p> |  |  |
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|  |  |  |  |  |  | <p>d by the Supreme Court and will be implemented by 1/1/2019 . TraCS is being completed for over 10 agencies in 2018. Grants have been approved for 17 agencies to purchase equipment for electronic citations. Additional vendors are testing E-Citation systems that will be available soon.4/20/18: New XSD/XML has been created for the new citation and has been distributed to TraCS. Will begin working with other</p> |  |  |
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|  |  |  |  |  |  | <p>vendors to update forms to be implemented 1/1/2019 .</p> <p>Currently looking into adding City Attorney to the portal for eCitations. 7/26/18: Additional vendors are testing E-Citation systems that will be available soon.</p> <p>NCJIS staff has completed work on new citation xml and schema files and will be distributing to all active vendors. 1/10/19: NCJIS enhancement finalized for Municipality v. Neb.Rev.Stat routing</p> |  |  |
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|      |      |      |      |      |  | to proper<br>prosecut<br>or, and<br>preparati<br>on of<br>new<br>uniform<br>citation<br>form<br>data<br>elements<br>. |                  |                  |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:<br>405c  | \$364,00<br>0.00 | \$255,00<br>0.00 |

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| Project #<br>15 | Project Name:<br>Citation/<br>Adjudication Data<br>Linkage | Lead Agency:<br>Nebraska<br>Crime<br>Commission | Contact Information: Mike<br>Fargenmi<br>ke.fargenmi@nebraska.gov<br>(402)<br>471-3992 | Project Description / Purpose:<br>Link data within citation/adjudication system and with driver, vehicle and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle and crash data systems. Update: Selected for implementation by the TRCC 4/21/16. Jail interface is not viable for necessary data. Arrest form automation from law enforcement to prosecutors would provide the necessary data and improve timeliness. .5/30/18: No update. 1/10/19: No update. | Estimated Budget/Funding Source by Year: |
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| Project #<br>16 | Project Name:<br>Establish a Linked<br>DUI System<br>(MIDRIS) | Lead Agency:<br>Nebraska Crime<br>Commission /<br>Department of<br>Motor Vehicles | Contact Information:<br>Mike Fargen<br>Kathy VanBrocklin<br>linmike.fargen@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>(402) 471-3992<br>402-471-3901 | Project Description /<br>Purpose:<br>Linked to the driver system electronically.<br>Include driver sanctions and all citations written by law enforcement. | System:<br>Quality Category<br>Project will<br>Address:<br>Traffic Records | Target or Deficiency Project will<br>Address:<br>Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.<br>Update:<br>Selected for implementation by the TRCC 4/21/16.1/10/19: No update. | Estimated Budget/Funding Source by Year: |
| Source          | 2016  | 2017  | 2018  | 2019   | 2020   |  | Section:<br>405c                         |

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| Project #<br>17 | Project Name:<br>Develop Traffic Records Inventory | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebbraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Create a document that contains the description and details of all of the traffic records data including the data manager for each system. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness of all of the data systems to allow integration.<br>Update: Selected for implementation by the TRCC<br>4/21/16.5/3/17:<br>Partial roadway inventory submitted<br>Reminded other data administrators to compile data inventory while in process of updating/replacing systems.<br>4/20/18:<br>Continue working with data administrators through conversions and upgrades to establish inventory during transitions.<br>1/10/19:<br>Upgrades have been scheduled for | Estimated Budget/Funding Source by Year: |
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|        |      |      |      |      |      | systems and inventory has been requested. |               |
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| Project #<br>18 | Project Name:<br>Improve Quality Control and Quality Improvement Programs | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration and accessibility. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Allows the opportunity to measure all performance goals for all data systems. Update: Selected for implementation by the TRCC 4/21/16.6/1/16: A request has been sent to each data system manager with format and guidelines. 4/20/18: Continue working with data administrators through conversions and upgrades to establish inventory during transitions. 1/10/19: Upgrades have been scheduled for systems and processes have been requested. | Estimated Budget/Funding Source by Year: |
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| Project #<br>19                          | Project Name:<br>Develop a Lifecycle Cost Consideration for Projects | Lead Agency:<br>TRCC Management/HSO | Contact Information: Bill Kovarik<br>william.kovarik@nebraska.gov<br>402-471-2516 | Project Description / Purpose:<br>Develop a lifecycle cost consideration for projects to ensure long-term projects are successful beyond federal funding. | System:<br>Quality Category<br>Project will Address:<br>Traffic Records |      | Target or Deficiency Project will Address:<br>Improve the completeness of projects by considering the long-term and on-going costs. Update:<br>Selected for implementation by the TRCC 4/21/16.5/2/17: The lifecycle cost consideration is reviewed during the initial grant contract proposal application review. |
| Estimated Budget/Funding Source by Year: | Source   | 2016                                | 2017  | 2018  | 2019  | 2020 |  |

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| Project #<br>20 | Project Name:<br>Record Adverse Driving Histories for Non-Commercial Drivers | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrocklin<br>sara.ourke@nebraska.gov<br>kathy.vanbrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Continue to follow the American Association of Motor Vehicle Administrators (AAMVA) progress in building the state-to-state driver record system. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the completeness and accuracy of the driver data system. Update: 3/15/15 – The American Association of Motor Vehicle Administrators (AAMVA) is currently developing the state-to-state system (S2S) that will facilitate the electronic transfer of information between participating states. Nebraska is scheduled to be one of 11 pilot states, with implementation expected no later than July 2017. Full compliance | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>e will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.</p> <p>5/31/16: Nebraska is scheduled to implement state-to-state in October 2016.</p> <p>7/21/16: The Nebraska DMV continues to work on this initiative and plans to implement on October 17, 2016.</p> <p>4/20/17: Nebraska implemented S2S 10-17-2016. Implementation went smoothly and all errors and issues have been resolved. As new states join S2S,</p> |  |
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|  |  |  |  |  |  | <p>duplicate resolution is required, and Nebraska has resolved all issues with all states at this time.4/20/18: Nebraska has resolved all issues with states, currently waiting for TN and MA to resolve duplicate issues on their side. Nebraska has an automated process to resolve duplicates for same name and same SSN#. AAMVA is will be working on an auto duplicate process that would eliminate the need for individual states to manually process duplicates as new states are added. At this time, 16 states</p> |  |
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|        |      |      |      |      |      | have implemented S2S.3/19/19: Adding Missouri to S2S in January. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>21 | Project Name:<br>Create a Process Flow for the Driver Data System | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrocklin<br>sara.O'Rourke@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Develop a process flow chart for the driver data system to document all processes. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the accuracy of the driver data system. Update: 5/31/16: Currently the Vehicle, Title and Registration System is being modernized. Once that project has been completed – it will be determined when the Driver Licensing System will be incorporated into it. At that time, the process flow chart will be created documenting all processes. 4/20/18: The driver data system will be planned for update after the vehicle system is launch in | Estimated Budget/Funding Source by Year: |
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| Project # 22 | Project Name: Create a Data Dictionary for the Driver Data System. | Lead Agency: Department of Motor Vehicles | Contact Information: Sara O'Rourke Kathy VanBrocklin<br>sara.O'Rourke@nebraska.gov<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose: Create a data dictionary for the driver data system that will include all of the data elements, validation rules and any elements that will be captured through linkage. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the accuracy and completeness of the driver system data. Update: Selected for implementation by the TRCC 4/21/16.4/20/18: The driver data system will be planned for update after the vehicle system is launch in October 2019. The data dictionary will be established with the new system. | Estimated Budget/Funding Source by Year: |
| Source       | 2016   | 2017                                      | 2018   | 2019  | 2020   |   | Section: 405c                            |

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| Project #<br>23 | Project Name:<br>Implement the Quality Control Program for the Driver Data System | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Sara O'Rourke<br>Kathy VanBrock<br>linsara.Orourke@nebraska.gov<br>v<br>kathy.VanBrocklin@nebraska.gov<br>402-471-2670<br>402-471-3901 | Project Description / Purpose:<br>Develop quality control program for the Driver data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the driver data system.<br>Update: 6/1/16: All CDL records processed daily are reviewed for accuracy. We currently have a 4% error rate, which we would like to reduce to no more than 2%. We also hope in the next year to begin auditing 5% of non-commercial records processed daily.<br>4/20/17: All CDL records processed daily for accuracy. We get monthly reports from AAMVA and the highest error rate was 1.9%. Current | Estimated Budget/Funding Source by Year: |
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|        |      |      |      |      |      | emphasis<br>is on<br>CDL/Thir<br>d Party<br>audits. |                  |
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| Project #<br>24 | Project Name:<br>Deny PRISM Reincarnated Carriers | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Cathy Beedle<br>cathy.beedle@nebraska.gov<br>402-471-3894 | Project Description / Purpose:<br>Develop the process to deny registration to the PRISM reincarnated carriers. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the vehicle data systems. Update: Selected for implementation by the TRCC 4/21/16. 7/21/16: No update to report. 4/20/17: DMV has the authority and does deny registration for out of service carriers under the PRISM program, but identifying “suspected reincarnated carriers” and denying registration would require statute changes. 4/20/18 – No update to report. | Estimated Budget/Funding Source by Year: |
| Source          | 2016  | 2017   | 2018   | 2019   | 2020  |  | Section: 405c                            |

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| Project #<br>25 | Project Name:<br>Create Workflow Documentation for the Vehicle Database | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Betty Johnson<br>betty.johnson@nebraska.gov<br>402-471-3909 | Project Description / Purpose:<br>Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS). | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines.<br>Update: Update 6/1/16: NE DMV is currently in the initial stages of a vehicle system modernization and replacement project. Plans for the new system include full integration with NMVTIS. Project roll-out is anticipated to be in the 2019 timeframe.<br>.7/21/16: Work continues to identify best practices, secure budget authority, and hire a | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>vendor to build a new vehicle system.4/20/17: A Request for Proposal, RFP Number 5557Z1, for the purpose of selecting a qualified contractor to provide the modernization system was released on March 27, 2017. Proposals are due by June 16, 2017; a resulting contract is expected to be signed by September 28, 2017. Final budget authority expected by June 15, 2017. 4/20/18: Contract 80890 (O4) between the State of Nebraska and Fast Enterprises was signed on March 15,</p> |  |
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|  |  |  |  |  |  | <p>2018 to provide a modernized motor vehicle system. Initial stages of the work required by this contract have commenced, including conversations with the American Association of Motor Vehicle Administrators (AAMVA) regarding development and implementation of interactive NMVTIS. A deployment date of October 15, 2019 has been designated. 7/26/18: The Preparation Stage of the Project has been completed. The Definition, Base Configuration, Development, Testing,</p> |  |
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|  |  |  |  |  |  | <p>Conversion, and Training Stages are simultaneously occurring. Interface meetings, design, and development are a priority this summer due to the high number of interfaces required (e.g. NLETS, NCJIS, DHHS, NMVTIS, etc.). The new VTR System (VicToRy) will require personal identifiers (driver license number, social security number, or date of birth) as part of the title/registration issuance process, which will enable cross reference with driver license records. An interface with the</p> |  |
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|  |  |  |  |  |  | <p>driver license system will reduce keystrokes and errors. The personal identifiers will open the possibility to link vehicle and driver records on the DMV systems in the future (replacement of current driver license system will be required to fully link the records). The statewide deployment date is October 15, 2019. Long-range plans are to replace the motor carrier and driver license systems in the future. 1/10/19: For the last 8 months, the VicToRy (VTR) project team has</p> |  |
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|  |  |  |  |  |  | <p>been meeting with 28 various State agencies and vendors to determine new interface business rules pertaining to the new VicToRy system. The internal team has also worked diligently on definitions and development for other items such as title/registration, conversion, financials, inventory, e-Services and business processes. The development timeline is:</p> <ul style="list-style-type: none"> <li>• February 1, 2019 – Requirements deadline</li> <li>• April 1, 2019 – Interface developer unit testing start</li> <li>• May</li> </ul> |  |
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|        |      |      |      |      |      | <p>1, 2019 – Interface development deadline From now until October 4th, the team is identifying cutover tasks, which is a list of all preparations and work necessary to switch from the legacy system to VicToRy. Cutover will start October 11th and continue through the weekend. VicToRy will go-live in all offices statewide on October 15, 2019.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project #<br>26 | Project Name:<br>Create Vehicle System Performance Measures | Lead Agency:<br>Department of Motor Vehicles | Contact Information: Betty Johnson<br>betty.johnson@nebraska.gov<br>402-471-3909 | Project Description / Purpose:<br>Develop quality control program for the vehicle data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the accuracy of the vehicle data system. Update: 6/1/16 NE DMV is currently in the initial stages of a vehicle system modernization and replacement project. Plans for the new system include utilizing performance measures and auditing capabilities. Project roll-out is anticipated to be in the 2019 timeframe. 7/21/16: Work continues to identify best practices, secure budget authority, and hire a vendor to build a new vehicle system. 4/20/17: A | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>Request for Proposal, RFP Number 5557Z1, for the purpose of selecting a qualified contractor to provide the modernization system was released on March 27, 2017. Proposals are due by June 16, 2017; a resulting contract is expected to be signed by September 28, 2017. Final budget authority expected by June 15, 2017. 4/20/18: Contract 80890 (O4) between the State of Nebraska and Fast Enterprises was signed on March 15, 2018 to provide a modernized motor vehicle</p> |  |
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|        |      |      |      |      |      | <p>system. Initial stages of the work required by this contract have commenced. A deployment date of October 15, 2019 has been designated. 1/10/19: The system performance measures will be launched with the new system October 15, 2019.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>27 | Project Name:<br>Nebraska<br>Emergency Medical<br>Services Data<br>Quality<br>Improvement | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules. | System: Quality Category Project will Address: | Target or Deficiency Project will Address:<br>100% of EMS records will be submitted electronically in eNarsis. Update: 2015: 83% of EMS services across the state are using electronic forms to submit data to eNarsis. Omaha Fire and Rescue have specific reporting systems developed on their own. All licensed Nebraska Ambulance Services are now required to submit pre-hospital patient data electronically within 72 hours to DHHS, EMS program. 1/1/2015: Dropped to 70.1% of EMS reports to | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>governing agency within 10 days from a high of 99.07 earlier in year.6/2016: 100% of the EMS agencies reporting data electronically submit to eNarsis per state requirements.7/21/16: 100% of the EMS agencies reporting data electronically submit to eNarsis per state requirements.</p> <p>Services are no longer allowed to submit data via paper format. We are moving to helping support the EMS program in development of reports in the electronic Elite system. We are awaiting access to</p> |  |
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|  |  |  |  |  |  | <p>the system so that we can begin developing electronic reports that can be run by each service.1/5/17: Currently have EMS v.2 data through December 2015, no v.3 data available to analyze but is being collected in the Elite Software system. Preparing the full 2015 annual dataset for analysis.4/20/17: Currently have EMS v.2 and EMS v. 3 data through April 2017. Received the NEMSIS V.3/Elite collected data set from Image trend on Monday 4/17/17.4/20/18: Obtained</p> |  |
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|  |  |  |  |  |  | <p>all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communication with Tim and Sharon to learn what their need was for the EMS data dictionary . Installed software to help make customizations to the NEMSIS formatted dictionary .</p> <p>Timelines measurements performed and validation check on demographic variables. Prepare the table of medication among urgent EMS services. Made</p> |  |
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|        |      |      |      |      |      | new criteria to analyze the data in subgroup based on the requirement of EMS data providers. 10/25/18: Added new measure to the EMS annual report to assess time from dispatch to in-service. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

| Project # | Project Name:        | Lead Agency: | Contact Information:                                      | Project Description / Purpose:   | System: Quality Category Project will Address: | Target or Deficiency Project will Address:   | Estimated Budget/Funding Source by Year: | Source |
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| 28        | CODES – Linking data | DHHS         | Ashley Newmyer rashley.newmyer@nebraska.gov(402) 471-4377 | To create a CODES database linking crash, EMS, Hospital Discharge and death certificate data. Resolve errors and issues with final data. |  | Project will create one uniform database to evaluate Nebraska's fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates. Update: January 2014 the 2012 data was linked. After modifications of the linkage specifications, the linkage rate between 2012 crash and hospital discharge data was 77%. 2013 |  |        |

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|  |  |  |  |  |  | <p>Management Report has been completed. 2014 datasets have been cleaned, standardized and linked. 7/21/16: Linking of the 2014 data is complete, we are working on the 2014 management report. A project on alcohol involvement, seatbelt use and crash outcomes is ongoing as well as a data request from the Injury prevention program on Motorcycle helmet use and a comparison of medical charges. 1/5/17: DHHS is searching for a</p> |  |  |
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|  |  |  |  |  |  | <p>new<br/>CODES<br/>analyst. The<br/>2014<br/>manage<br/>ment<br/>report<br/>has been<br/>reviewed<br/>by<br/>commun<br/>ications.<br/>A<br/>factsheet<br/>will be<br/>develope<br/>d to<br/>dissemin<br/>ate the<br/>results<br/>of the<br/>interacti<br/>ve<br/>effects<br/>of non-<br/>seatbelt<br/>use and<br/>alcohol<br/>impaired<br/>driving<br/>study.4/<br/>20/17:<br/>Receive<br/>d 2015<br/>death<br/>data;<br/>continue<br/>d<br/>checking<br/>,<br/>cleaning,<br/>and<br/>standardi<br/>zing<br/>2015<br/>crash<br/>and<br/>death<br/>data for<br/>linkage.<br/>Finalize<br/>d<br/>factsheet<br/>s entitled<br/>“Seatbelt<br/>use<br/>reduces<br/>death</p> |  |  |
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|  |  |  |  |  |  | <p>and severe injuries of alcohol-impaired drivers” and “Helmet use reduces injury severity in motorcycle crashes.” They were approved by communications and will be added to the CODES webpage .1/4/18: Data linkage has been completed for 2015 data and the management report is finalized .</p> <p>Nebraska Injury Surveillance is expanding to add Violent Death Reporting .4/20/18: 2016 CODES Management Reports have been</p> |  |  |
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|  |  |  |  |  | <p>complete and made available to all providers. 2017 EMS and driver license data has been received. An ESTR story map and dashboard has been created for the Nebraska Teen Drivers 2008-2016 annual research project. 7/26/18: The 2016 management report is complete and available to partners upon request (email Celeste if you would like a .pdf or printed copy). We linked the 2017 crash and EMS data so</p> |  |  |
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|      |      |      |      |      |  | far, and are waiting for the final versions of the rest of our data sources in order to complete those linkages. 10/25/18 : Added new measure to the EMS annual report to assess time from dispatch to in-service. |              |              |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$168,980.00 | \$173,003.00 |

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| Project #<br>29 | Project Name:<br>E-CODE<br>Data<br>Quality<br>Improvement | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>rashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data. | System: Quality Category<br>Project will Address: | Target or Deficiency<br>Project will Address:<br>The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.<br>.Update: February 13, 2014<br>the 2012 E-CODE report cards were sent to 88 acute care hospitals . Three quarterly reports were also sent to these hospitals with 2013/2014 data by July 2014.<br>One conclusion was that 88% of drug poisoning cases did not reflect valid N-CODEs in the | Estimated Budget/<br>Funding Source<br>by Year: | Source |
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|  |  |  |  |  |  | <p>2012 data. The 2015 data was received through September and the quarterly reports have been prepared and distributed. Preparing for the ICD-10-CM transition by modifying the SAS program. 7/21/16: On-going writing of the SAS program to analyze the ICD-10-CM coded records. The NE Hospital Association is coordinating a meeting with medical coders so that we can discuss feedback on the usefulness of the reports.</p> |  |  |
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|  |  |  |  |  |  | <p>We are also developing a factsheet on the importance and use of accurate E-CODE data to share with medical coders.1/5/17: DHHS has continued to prepare for the ICD-10-CM transition and modified the SAS program for the new coding structure. The ICD-10 coded records have been received through November 2016.4/20/17: Preparations continue for the ICD-10-CM transition. Modified SAS program to conduct</p> |  |  |
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|  |  |  |  |  |  | <p>data quality assessment on new coding structure . As of April 10th we received monthly files through March of 2017 of ICD-10-CM coded records. Prepared a monthly update of the number of records that were received that were still coded in ICD-9-CM.1/4/18: Completed modifications to the SAS program to accommodate ICD-10 records. The ICD-10 coded records have been received through September</p> |  |  |
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|  |  |  |  |  | <p>2017.4/20/18: SAS program modifications have been completed for ICD-10-CM records. The 2017 quality report has been completed and sent to all hospitals .</p> <p>7/26/18: As of May, we received monthly files through April 2018 of ICD-10-CM coded records. Prepared 2018 Quarter 1 data quality report for all hospitals and sent to all reporting hospitals via VB program.</p> <p>10/25/18 : Prepared 2018 Quarters 2 amp 3 data quality</p> |  |  |
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|      |      |      |      |      |  | <p>report for all hospitals and sent to all reporting hospitals via VB program. 4/18/19: Met with NHA officials twice during this time. Discussed E-code data quality, provided feedback to questions on E-code reports from two hospitals, requested an E-code data dictionary.</p> |             |             |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$36,638.00 | \$46,356.00 |

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| <p>Project #<br/>30</p> | <p>Project Name:<br/>Create a Data Dictionary for the EMS/Injury Surveillance Systems</p> | <p>Lead Agency:<br/>DHHS</p> | <p>Contact Information:<br/>Ashley Newmyer<br/>ashley.newmyer@nebraska.gov(402) 471-4377</p> | <p>Project Description / Purpose:<br/>Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address:<br/>Improve the accuracy and uniformity of the EMS/Injury Surveillance System data. Update:<br/>Selected for implementation by the TRCC 4/21/16.6/16:<br/>Current validation rules are under review by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated.<br/>Validation rules are also being reviewed to get performance measure reports for EMS for Stroke, Cardiac and other</p> | <p>Estimated Budget/Funding Source by Year:</p> |
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|  |  |  |  |  |  | <p>medical conditions. 7/21/16: Current validation rules continue to be reviewed by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated.</p> <p>Validation rules are also being reviewed so the Office of EMS and Trauma can develop performance measure reports for EMS for Stroke, Cardiac and other medical conditions. Working with the EMS program on the best process to complete this task. EMS program staff have</p> |  |
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|        |      |      |      |      |      | <p>developed various working document data dictionary during their transition to NEMSIS v.3. We are working to avoid duplication of efforts.4/20/18: Obtained all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communication with Tim and Sharon to learn what their need was for the EMS data dictionary .</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

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| Project #<br>31 | Project Name:<br>Create System Performance Measures for the EMS/Injury Surveillance Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Develop quality control program for the EMS/injury surveillance data systems including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the data in the EMS/injury surveillance systems. Update: Selected for implementation by the TRCC 4/21/16.6/16: This process is being started in 2016 by the Office of EMS and Trauma. All systems will be reviewed and more validity rules are being put in place. Data audits will be sent out to services in efforts to support services data quality and move to a data driven approach from the department and EMS Board 7/21/16: The | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>EMS section of this project is overlapping with the EMS data quality improvement project. We will incorporate relevant performance measures to and build those into the electronic reports being developing in the Elite system once we have confirmation from the EMS program as to what is most meaningful to measure or is their priority to measure. 1/5/17: Currently have EMS v.2 data through December 2015, no v.3 data available to analyze but is being collected in the Elite</p> |  |
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|  |  |  |  |  |  | <p>Software system. Preparing the full 2015 annual dataset for analysis.6 /4/18: We have complete EMS v.3 data for calendar year 2016 and 2017. Working toward getting monthly back-up files transferred to Nebraska server. Have prepared EMS annual data reports for 2016 and 2017 and currently conducting evaluations of key data sections, demographics, transport times, injury information, etc. driven by EMS program need.7/26 /18: In May 2018, provide the</p> |  |
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|        |      |      |      |      |      | measurement of accuracy and completeness performance based on the NEMSIS V3.4.0 data by month. Measure the timeliness of the data based on patient disposition in May 2018. |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

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| Project #<br>32 | Project Name:<br>Interfaces /linkage for EMS/Injury Surveillance Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Link all EMS/Injury surveillance systems possible within current statutes. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the linkage of the EMS/Injury Surveillance data.Update: Selected for implementation by the TRCC 4/21/16.7/21/16: Only interface between EMS/Injury Surveillance systems currently in place is that between the EMS system and the trauma registry system.6/4/18: Due to statute restrictions, of all of the datasets that are part of the injury surveillance system only EMS/Trauma Registry can be linked and are linked (as | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>in, has an interface between the two data collection systems) at this time. Work is being done to exchange information between the Omaha hospital electronic medical record vendors and Omaha Fire/Rescue utilizing the Nebraska Health Information Initiative (Health information exchange) . This would eventually be a bi-directional exchange of information to provide EMS services with patient outcome information, and hospitals with pre-hospital</p> |  |
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| Source | 2016 | 2017 | 2018 | 2019 | 2020 |                  | Section:<br>405c |

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| Project #<br>33 | Project Name:<br>Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Add rehabilitation data to the current data systems. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address:<br>Improve the completeness of the EMS/injury surveillance data. Update:<br>Selected for implementation by the TRCC 4/21/16.7/21/16:<br>The Trauma regulations committee has met, but nothing final on the rehab data section.6/4/18: The Trauma regulations have been approved by the Trauma Board, but still need Board of Health approval and then submitted to the Secretary of State to begin the more formal process. | Estimated Budget/Funding Source by Year: |
| Source          | 2016   | 2017                 | 2018  | 2019   | 2020  |  | Section: 405c                            |



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| Project #<br>34 | Project Name:<br>Track Frequency, Severity, and Nature of Injuries in MVC | Lead Agency:<br>DHHS | Contact Information:<br>Ashley Newmyer<br>ashley.newmyer@nebraska.gov(402) 471-4377 | Project Description / Purpose:<br>Track the frequency, severity and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the completeness of EMS/injury surveillance data. Update: Selected for implementation by the TRCC 4/21/16.7/21/16: Development stage of this project.6/4/18: Transitioned to EMS version 3. Conducted evaluation on demographic variables to determine if all EMS validity rules were catching appropriate issues. Met with EMS program to report 2016 and 2017 results and discuss potential areas of data | Estimated Budget/Funding Source by Year: |
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|  |  |  |  |  |  | <p>quality improvement.</p> <p>Transitioned E-Code data quality SAS program to accommodate ICD-10-CM diagnosis and external cause of injury cases.</p> <p>Presented E-Code data quality report to Nebraska Hospital Association and Nebraska Health Information Managers Association Meeting. Linked 2016 Crash, EMS, E-Code, and Death records into the CODES dataset.</p> <p>Presented data linkage quality results at CODES Advisory Committee Meeting.4/18/19: Develop tool to</p> |  |
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|        |      |      |      |      |      | <p>assess data source for risk and protective factor (RampPF ) information We've identified an entity, University of Nebraska Omaha Center for Public Affairs Research (CPAR), which can help us complete this project. We worked with them to identify the needs of the project and project proposal. The contract is out for signature.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

|                         |   |                              |   |   |   |  |   |
|-------------------------|---|------------------------------|---|---|---|--|---|
| <p>Project #<br/>35</p> | <p>Project Name:<br/>Allow Access to Roadway Data</p> | <p>Lead Agency:<br/>NDOT</p> | <p>Contact Information: Mark Osborn<br/>mark.osborn@nebraska.gov<br/>402-479-4443</p> | <p>Project Description / Purpose:<br/>Allow access to the roadway data for information users and other departments that could update the information.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address: Improve the accessibility of the roadway data. Update: Selected for implementation by the TRCC 4/21/16.4/25/18:<br/>The department has implemented a data warehouse that makes roadway data available the entire department. The capabilities for outside users to access the data are under investigation with the domain move. Users outside of the roadway Asset Management section will not be able to update data. The Traffic Analysis</p> | <p>Estimated Budget/Funding Source by Year:</p> |
|-------------------------|---|------------------------------|---|---|---|--|---|

|        |      |      |      |      |      |  |               |
|--------|------|------|------|------|------|--|---------------|
|        |      |      |      |      |      | <p>Unit created interactive statewide GIS maps of all NDOT traffic counts in the last two years and published it to the NDOT website for the public to use. Because NDOT collects all traffic counts on a two-year cycle, this data represents the most complete and up-to-date traffic count data available. The data has also been publishing to the State of Nebraska GIS data repository (Nebraska MAP) for the public to download and complete their own data analysis.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c |

|                 |  |                      |  |  |   |  |  |
|-----------------|--|----------------------|--|--|---|--|--|
| Project #<br>36 | Project Name:<br>Collect All MIRE Data | Lead Agency:<br>NDOT | Contact Information: Mark Osborn<br>mark.osborn@nebraska.gov<br>402-479-4443 | Project Description / Purpose:<br>Collect all MIRE FDE data in the roadway data system and include a process for updating and adding data. | System: Quality Category<br>Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve the completeness of the roadway data.<br>Update: Selected for implementation by the TRCC<br>4/21/16.10/20/16: BTSD has approved the project to update the mainframe to include tables for the remaining MIRE FDE's not currently collected. We have the data available so when the tables are created we can populate them fairly easily.<br>4/20/18: This project is on hold due to other department priorities but it will make the deadline. | Estimated Budget/Funding Source by Year: |
|-----------------|--|----------------------|--|--|---|--|--|

|        |      |      |      |      |      |  |                  |
|--------|------|------|------|------|------|--|------------------|
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |  | Section:<br>405c |
|--------|------|------|------|------|------|--|------------------|

|                         |   |                              |   |   |   |  |   |
|-------------------------|---|------------------------------|---|---|---|--|---|
| <p>Project #<br/>37</p> | <p>Project Name:<br/>Develop a Quality Control Program for the Roadway Data</p> | <p>Lead Agency:<br/>NDOT</p> | <p>Contact Information: Mark Osborn<br/>mark.osborn@nebraska.gov<br/>402-479-4443</p> | <p>Project Description / Purpose:<br/>Develop quality control program for the roadway data system including timeliness, accuracy, completeness, uniformity, integration and accessibility. Include data audits to identify trends and differences. Develop a comprehensive data dictionary.</p> | <p>System: Quality Category<br/>Project will Address: Traffic Records</p> | <p>Target or Deficiency Project will Address: Improve the data accuracy of the roadway data system. Update: Selected for implementation by the TRCC 4/21/16.5/2/17: Currently only the business area responsible for the elements internally have access to the data. The systems are planned to facilitate access to the data. NDOT will put the data on the State of Nebraska Open Data website and also put a link on the Nebraska Department of Transportation public site. 4/20/18: The</p> | <p>Estimated Budget/Funding Source by Year:</p> |
|-------------------------|---|------------------------------|---|---|---|--|---|

|  |  |  |  |  |  |   |  |
|--|--|--|--|--|--|---|--|
|  |  |  |  |  |  | <p>Traffic Analysis Unit created multiple automated quality control reports that compare the route and reference posts of traffic counts and traffic log segments against the valid routes and reference posts tables maintained by Materials and Research division. A historical quality report was created to chart the change in data quality over time against historical trends. Another initiative was dropping the national functional classification (NFC) code from the traffic count descriptio</p> |  |
|--|--|--|--|--|--|---|--|

|        |      |      |      |      |      |   |               |
|--------|------|------|------|------|------|---|---------------|
|        |      |      |      |      |      | <p>n table and pulling that code from the NFC table maintained by Materials and Research division. This automatic linking of NFC data to the source improved the quality of data by removing the need to manually update the NFC data in the traffic count table.</p> |               |
| Source | 2016 | 2017 | 2018 | 2019 | 2020 |   | Section: 405c |

|              |   |                                  |  |  |  |  |  |
|--------------|---|----------------------------------|--|--|--|--|--|
| Project # 38 | Project Name: Provide Truly Integrated Data | Lead Agency: TRCC Management/HSO | Contact Information: Bill Kovarik william.kovarik@nebraskagov 402-471-2516 | Project Description / Purpose: Work with all data system administrators to integrate all of the traffic records systems. | System: Quality Category Project will Address: Traffic Records | Target or Deficiency Project will Address: Improve data integration of all of the data systems. Update: Selected for implementation by the TRCC 4/21/16. | Estimated Budget/Funding Source by Year: |
| Source       | 2016  | 2017                             | 2018   | 2019   | 2020   |  | Section: 405c                            |

| Project # | Project Name:           | Lead Agency:        | Contact Information:   | Project Description / Purpose:   | System: Quality Category              | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
|-----------|-------------------------|---------------------|--|--|---------------------------------------|--|--|--------|
| 39        | Develop Data Governance | TRCC Management/HSO | Bill Kovarik<br>william.kovarik@nebraska.gov<br>402-471-2516 | Work with all data system administrators to define the overall management of the availability, usability, integrity, and security of the traffic records data. | Project will Address: Traffic Records | Project will Address: Improve the accuracy of the traffic records data by verifying the security of the data. Update: Selected for implementation by the TRCC 4/21/16. 10/20/16 : The NDOT has established a Data Governance (DG) and a Business Intelligence Competency Center (BICC) to manage all Nebraska traffic data. 4/20/17: All data is expected to be moved to the new data manage |  |        |

|  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  | <p>ment system by 2018. Data Governance is now considered a discipline at NDOT. The NDOT DG Working Group is responsible for creating and resolving data quality issues, data standards and documenting the source of truth of the data. DG helps the business analysts in the Traffic Highway Safety Division identify where they should be getting the source of truth for data (highway, city, county, zip codes, roadway classific</p> |  |  |
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|--|--|--|--|--|--|---|--|--|
|  |  |  |  |  |  | <p>ations, ADT and more) when they are analyzing their data and reporting on it. DG can also help the Traffic Highway Safety Division identify where there are data quality issues in their source data and take actions to correct it.4/20/18: Department of Health and Human Services (DHHS) has started a DG process. To date, steering and executive committees have been established, a draft charter has been completed, a list</p> |  |  |
|--|--|--|--|--|--|---|--|--|

|      |      |      |      |      |  |  |     |     |
|------|------|------|------|------|--|--|-----|-----|
|      |      |      |      |      |  | of data themes and issues has been compiled, a “yellow pages” data staff directory project has begun, and a basic framework for future actions has been completed. |     |     |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$0 | \$0 |

| Project # | Project Name:                                      | Lead Agency: | Contact Information:  | Project Description / Purpose:  | System: Quality Category              | Target or Deficiency   | Estimated Budget/Funding Source by Year: | Source |
|-----------|--|--------------|---|---|---------------------------------------|--|--|--------|
| 40        | Highway Safety Information System Database Rewrite | NDOT         | Sean Owingss<br>sean.owingss@nebraska.gov<br>(402) 479-4628 | Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUC C version 4 data elements, making NDOT 100% MMUC C version 4 compliant. | Project will Address: Traffic Records | The target of this project is to improve the crash data completeness to 100% MMUC C version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.<br>Update: Project plans are completed to start in October |  |        |

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|--|--|--|--|--|---|--|--|
|  |  |  |  |  | <p>2016.7/21/16:<br/> Directed by Dan Waddle to create a Request For Proposal (RFP) to replace the system. I'm currently performing the requirement gathering phase of the project.</p> <p>10/20/16 : A rewriting of the Highway Safety Information system (HSI) is required in order to accommodate the new Model Minimum Uniform Crash Criteria (MMUC) 4+ data elements and table structure . At this time NDOT knows the HSI database needs to</p> |  |  |
|--|--|--|--|--|---|--|--|

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|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  | <p>be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27th will dictate the direction of the upgrade and the go-live date for the complete MMUC C 4+ Upgrade Project.</p> <p>1/5/17: The MMUC C coding team met with NDOTa poss upper management on October 27, 2016 to discuss the projecta poss scope, time and cost.</p> |  |  |
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|  |  |  |  |  |  | <p>With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected</p> |  |
|--|--|--|--|--|--|--|--|

|  |  |  |  |  |  |   |  |  |
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|  |  |  |  |  |  | <p>by end of next week.4/20/17: NDOT received one response , we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third party solution. 4/20/18: Since a complete replacement of the current vehicle crash database is needed to accomm</p> |  |  |
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|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  | <p>update the MMUC C 5 data requirements, NDOT has made the decision to replace the current database . A Request for Proposal (RFP) was completed and posted on December 28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site. 4/18/19: LexisNexis has finished the Project Management Plan and will have</p> |  |  |
|--|--|--|--|--|--|--|--|--|

|      |      |      |      |      |  |  |     |              |
|------|------|------|------|------|--|--|-----|--------------|
|      |      |      |      |      |  | complete the Gap Analysis Report by May 31, 2019. Once these two documents are done and approved, the detailed design phase, testing and implementation can begin. Project completion is scheduled for 1/1/2021. |     |              |
| 2016 | 2017 | 2018 | 2019 | 2020 |  | Section: 405c  | \$0 | \$100,000.00 |

### Traffic Records for Model Performance Measures

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.

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.

Timeliness: Before: 15.88 days After: 15.07 days, a 5.1 percent (change) improvement. The date of the crash was subtracted from the date report received to determine the total days between the two periods. While the time hasn't significantly declined the amount of reduction on the after (.81 of a day) is a positive indicator of success. As more individuals opt to use the electronic reporting portal this metric should continue to improve.

**FAST Act SECTION 405c  
INTERIM PROGRESS REPORTING (FY 2020)**

State: Nebraska Report Date: 6/12/19 Submitted by: Mark Segerstrom

|  |  |
|--|--|
| <b>System to be Impacted</b>   | <u> X </u> CRASH <u> </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY<br><u> </u> CITATION/ADJUDICATION <u> </u> EMS/INJURY   |
| <b>Performance Area(s) to be Impacted</b>  | <u> </u> ACCURACY <u> X </u> TIMELINESS <u> </u> COMPLETENESS<br><u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION   |
| <b>Performance Measure used to track Improvement(s)</b>                                    | <b>Narrative Description of the Measure</b><br><br>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. |
| <b>Is project included in the Traffic Records Strategic Plan?</b>                          | Yes<br><br>If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY20 application.   |
| <b>Is this a new project? Or was it the same measure used to show progress previously?</b> | New Measure - Yes<br><br>Same Measure as FY19 No<br><br>If yes, is the State using the same data set, with the same time period to demonstrate progress? No  |
| <b>Improvement(s) Achieved or Anticipated</b>  | <b>Narrative of the Improvement(s)</b><br><br>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.   |
| <b>Specification of how the Measure is calculated / estimated</b>                          | <b>Narrative Description of Calculation / Estimation Method</b><br><br><u><b>Total Driver Reports Received:</b></u> 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, 2017, thru March 31, 2018. 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. Simple division was done: Total E-NDOT41/Total # Driver Reports = % of electronic reports received against the total reports received.   |

|   |  |
|---|--|
|   | <p><b>Timeliness:</b> Before: 15.88 days After: 15.07 days, a 5.1 percent (change) improvement. The date of the crash was subtracted from the date report received to determine the total days between the two periods. While the time hasn't significantly declined the amount of reduction on the after (.81 of a day) is a positive indicator of success. As more individuals opt to use the electronic reporting portal this metric should continue to improve.</p> <p><b>Completeness:</b> There has been no calculation done on this metric at this time due to the study period selected. The E-NDOT41 system (Electronic Driver's Reporting System) went live in mid-June of 2018. Once a complete year of data is available a comparison can be calculated. Since the electronic system requires a minimum amount of data to be entered before submittal, this simple fact by its very nature will mandate that the results of this metric will be positive – the ultimate comparison to the paper reports will depend on the accuracy of the incoming paper reports for the full year. This value tends to fluctuate based on the individuals involved in crashes over the study year.</p> |
| <p><b>Date and Baseline Value for the Measure</b><br/> (A contiguous, 12 month performance period starting no earlier than April 1, 2017, e.g., April 1, 2017 – March 31, 2018)</p>       | <p><b>Before:</b> April 1, 2017 thru March 31, 2018 NDOT received zero Electronic 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</p> <p>Before: 15.88 days between date of crash and time report received</p>  <p>Fast Act Section<br/>405c (FY2020) - Time</p> <p><b>Is supporting documentation attached? Yes</b></p>  |
| <p><b>Date and Current Value for the Measure</b><br/> (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2018, e.g., April 1, 2018- March 31, 2019)</p> | <p><b>After:</b> April 1, 2018 thru March 31, 2019 NDOT received 4,340 Electronic Driver's Reports. This averages to 16.41% of all driver's reports received over the reporting year.</p> <p>The date of the crash was subtracted from the date report received to determine the total days between the two periods</p> <p>After: 15.07 days,</p> <p><math>(15.88 \text{ before} - 15.07 \text{ after}) / 15.88 * 100 = 5.1 \text{ percent (change) improvement}</math></p>  <p>Fast Act Section<br/>405c (FY2020) - Total</p> <p><b>Is supporting documentation attached? Yes</b></p>  |
| <p><b>Regional Program Manager Conclusion and Comments</b><br/> Review Date: 6/12/2019</p>  | <p>I have reviewed the IPR and supporting documents and feel that the project demonstrate progress. Sherri Cannon</p>  |
| <p><b>RA Comments - Susan DeCourcy</b><br/> Review Date: 6/13/2019</p>  | <p>I have reviewed the Nebraska Progress Report and supporting data and concur the project is showing progress by: the electronic system ensuring that the data being entered was accurate from the driver perspective, reducing the amount of time it takes from completing the form to delivery to NDOT, and more complete by taking the data from the source and making some fields mandatory.</p>  |

## State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (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 - 2015-2019.pdf |

### Planned activities that implement recommendations:

| Unique Identifier      | Planned Activity Name                                       |
|------------------------|---|
| M3DA-2020-01-00-00     | E-Citations and Traffic Records Improvement                 |
| F1906CMD-2020-01-00-00 | Improving Data Collection Methods and Reporting             |
| M3DA-2020-14-00-00     | Nebraska Crash Outcome Data Evaluation System               |
| M3DA-2020-15-00-00     | Nebraska EMS/E-code Data Quality Assessment and Improvement |
| M3DA-2020-17-00-00     | Nebraska Injury Surveillance Enhancement                    |
| M3DA-2020-17-00-00     | Nebraska Injury Surveillance System Enhancement             |
| TR-2020-31-00-00       | Nebraska State Patrol - TRACS                               |
| F1906ER-2020-02-00-00  | Review and Analysis of Collected Data                       |
| TR-2020-30-00-00       | Traffic Records   |
| M3DA-2020-16-00-00     | 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.

| Supporting Document                                  |
|--|
| Nebraska Traffic Records System Plan - 2015-2019.pdf |

## 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

## 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

Impaired driving qualification: Low-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.

## 405(d) Alcohol-ignition interlock law grant

### Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

| Requirement Description   | State citation(s) captured |
|---|----------------------------|
| The State has enacted and is enforcing 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 an authorized period of not less than 6 months. | Yes                        |

### Citations

Legal Citation Requirement: The State has enacted and is enforcing 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 an authorized period of not less than 6 months.

Legal Citation: 60-6,211.05

Amended Date: 2/24/2016

## 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

| Requirement Description | State citation(s) captured |
|-------------------------|----------------------------|
|-------------------------|----------------------------|

|   |     |
|---|-----|
| The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days. | Yes |
|---|-----|

### Sobriety program information

Legal citations: No

State program information: No

### Legal citations

**State law authorizes a Statewide 24-7 sobriety program.**

| Requirement Description                                 | State citation(s) captured |
|---|----------------------------|
| State law authorizes a Statewide 24-7 sobriety program. | No                         |

### Program information

**State program information that authorize a Statewide 24-7 sobriety program.**

## 405(e) Distracted driving grant

### Sample Questions

Click or tap here to enter text.

### Legal citations

**The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

| Requirement Description                               | State citation(s) captured |
|---|----------------------------|
| Definition of covered wireless communication devices. | No                         |
| Minimum fine of at least \$25 for an offense.         | No                         |
| Prohibition on texting while driving.                 | Yes                        |

**Legal citations for exemptions to the State’s texting ban:**

**The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

| Requirement Description                               | State citation(s) captured |
|---|----------------------------|
| Prohibition on youth cell phone use while driving.    | No                         |
| Definition of covered wireless communication devices. | No                         |
| Minimum fine of at least \$25 for an offense.         | No                         |

**Legal citations for exemptions to the State’s youth cell phone use ban.**

## 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

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

### Motorcycle rider training course

**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

Other approved curricula:

**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                           | 1,031                            |
| Buffalo                         | 1,534                            |
| Dakota                          | 528                              |
| Dodge                           | 1,339                            |
| Douglas                         | 10,335                           |
| Hall                            | 1,759                            |
| Lancaster                       | 6,604                            |

|            |       |
|------------|-------|
| Lincoln    | 1,471 |
| Lincoln    | 1,471 |
| Madison    | 1,218 |
| Platte     | 970   |
| polk       | 171   |
| Sarpy      | 5,023 |
| Washington | 864   |

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: 53,597

**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: Mark C. Segerstrom/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.**

**Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, 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.**

| Fiscal Year | Performance measure name  | Target Period | Target Start Year | Target End Year | Target Value | Sort Order |
|-------------|---|---------------|-------------------|-----------------|--------------|------------|
| 2020        | C-2) Number of serious injuries in traffic crashes (State crash data files) | 5 Year        | 2016              | 2020            | 1,442.00     | 2          |

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

| County or Political Subdivision | # of MCC involving another motor vehicle |
|---------------------------------|--|
| Adams                           | 2  |
| Buffalo                         | 4  |
| Dakota                          | 5  |
| Dodge                           | 8  |
| Douglas                         | 101                                      |
| Hall                            | 12                                       |
| Lancaster                       | 62                                       |
| Lincoln                         | 10                                       |
| Madison                         | 4  |
| Platte                          | 3  |
| polk                            | 1  |

|            |    |
|------------|----|
| Sarpy      | 19 |
| Washington | 4  |

**Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:**

Total # of MCC crashes involving another motor vehicle: 269

**Countermeasure strategies and planned activities that demonstrate 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.**

| Countermeasure Strategy   |
|---------------------------|
| Motorcycle Rider Training |

| Unique Identifier  | Planned Activity Name                       |
|--------------------|---|
| M9MA-2020-01-00-00 | Motorcycle Public Information and Education |
| M9MT-2020-02-00-00 | Motorcycle Training Assistance              |

## 405(g) State graduated driver licensing incentive grant

### Graduated driver licensing

**Date that 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. The statute must be in effect and be enforced during the entire fiscal year of the grant.**

Graduated driver licensing law last amended on:

**Legal citations demonstrating that the State statute meets the requirement.**

| Requirement Description  | State citation(s) captured |
|--|----------------------------|
| 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. | No                         |
| In effect until driver is at least 16 years of age.  | No                         |
| Applicant must pass vision test and knowledge assessment.  | Yes                        |
| In effect for at least 6 months.   | Yes                        |
| Must be accompanied and supervised at all times.   | Yes                        |
| 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.  | Yes                        |
| Prohibits use of personal wireless communications device.  | Yes                        |
| Extension of learner's permit stage if convicted of a driving-related offense.   | Yes                        |

Legal citations for exemptions to the State’s texting ban:

Legal citations demonstrating that the State statute meets the requirement.

| Requirement Description  | State citation(s) captured |
|--|----------------------------|
| 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.                                  | No                         |
| Applicant must pass behind-the-wheel driving skills assessment.  | No                         |
| In effect for at least 6 months.   | No                         |
| In effect until driver is at least 17 years of age.  | No                         |
| 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                         |
| No more than 1 nonfamilial passenger younger than 21 years of age allowed.   | No                         |
| Prohibits use of personal wireless communications device.  | No                         |
| Extension of intermediate stage if convicted of a driving-related offense.   | No                         |

Legal citations for exemptions to the State’s texting ban:

## 1906 Racial profiling data collection grant

### Racial profiling data collection grant

Application Type: Official documents

#### Official documents

**Official documents that demonstrate 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.**

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

**Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:**

| Requirement Description | State citation(s) captured |
|-------------------------|----------------------------|
|-------------------------|----------------------------|

|   |    |
|---|----|
| Law(s) that demonstrate 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. | No |
|---|----|

**Official documents that demonstrate 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.**

| Supporting Documents            |
|---------------------------------|
| Statutes Racial Profiling.pdf   |
| Statutes Racial Profiling.docx  |
| LB99 as amended May 16 2013.pdf |

## Certifications, Assurances, and Highway Safety Plan PDFs

**Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.**

