



Towering over Interstate 80, the Great Platte River Road Archway Monument near Kearney delivers a one-of-a-kind interactive experience. TITLE: Arch BY: J. Nabb

NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

October 1, 2005 - September 30, 2006

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c/o Nebraska Department of Motor Vehicles
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STATE OF NEBRASKA

"Performance-Based" Strategic Traffic Safety Plan

**October 1, 2005
through
September 30, 2006**

**David Heineman, Governor
Beverly Neth, Director/Governor's Highway Safety Representative
Fred E Zwonechek, Administrator
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EXECUTIVE SUMMARY

The Nebraska Office of Highway Safety (NOHS), a division of the Nebraska Department of Motor Vehicles, 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. Both traditional and innovative strategies are encouraged and utilized.

Staff members of the NOHS are responsible for the administration of the federal section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds. In addition, legislative responsibility for administering the state's Motorcycle Safety Act is also integrated into the NOHS activity along with the Enforcing Underage Drinking Laws federal grant funding from the U.S. Department of Justice.

The Director of the Nebraska Department of Motor Vehicles serves as the designated Governor's Highway Safety Representative, while the NOHS Administrator fulfills the role of the state's coordinator of the activity.

The State of Nebraska, Nebraska Office of Highway Safety, submits their Fiscal Year 2006 (FY06) highway safety plan document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problem. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data can be found in Section II and Section III provides data for the 402 Highway Safety Program for FY2006. Additional sections provide the required federal Certifications and Assurances (IV) and include the FY2006 Section 402 Obligation Cost Summary (V).

In addition to "402" funds, additional funding targets the following specific traffic safety issues. The Section 157 Incentive goal is to increase the usage of child safety seats and the Section 157 Innovative goal is to target increase seat belt usage. Section 163 (.08 Incentive) may provide personal services, safety related instruments and equipment for law enforcement agencies and additional personnel to reduce appeals to district court as result of ALR. Section 405 Occupant Protection Incentive will be used to increase the statewide safety belt usage by conducting a Challenge with incentive awards for law enforcement agencies. The Section 410 Impaired Driving will fund equipment and training to reduce alcohol and other drug involvement in traffic crashes. The U.S. Department of Justice provides funding to enforce the underage drinking laws problem through community coalition groups. NOHS administers the Motorcycle Safety Education Act, which provides state funding for motorcycle rider training courses.

NOHS also provides support and assistance to other Department of Motor Vehicles operations from traffic records to driver and vehicle licensing to motor carrier services to the financial responsibility and legal activities of the agency.

I. PROCESS DESCRIPTION

This is a brief description of the processes utilized to determine Nebraska's traffic safety problems, goals, and project/activity/program emphasis. The processes are described under the following three titles:

- A. Problem Identification
- B. Performance Goal Selection
- C. Program, Project and Activity Selection Process

A. PROBLEM IDENTIFICATION

Problem identification is performed by the Nebraska Office of Highway Safety (NOHS) staff, with the sometime assistance of other state and local agencies, and involves the study 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, primary contributing factors; and usage of safety equipment.

The Nebraska Office of Highway Safety 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, 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 NOHS staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, economic conditions, etc., may all affect traffic behavior. The experience and judgment of the NOHS staff (and their highway safety partners) are essential in the problem identification and priority setting process.

The NOHS staff also solicits and requests information and data from other traffic safety advocate groups and individuals. These include, but are not limited to: federal, state and local government agencies:

- Nebraska Supreme Court (Court Administrator, Probation Administrator)
- Nebraska Department of Roads,
- Federal Highway Administration,
- Nebraska Liquor Control Commission,
- Nebraska Commission on Law Enforcement Criminal Justice,
- Nebraska Attorney General's Office;

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

- Nebraska Hospital Association,
- Nebraska Nurses Association,

Health and Human Services System,
Nebraska Department of Education,
Nebraska State Patrol;

Non-profit organizations:

Mothers Against Drunk Driving,
National Safety Council, Greater Omaha Chapter,
Nebraska Safety Council, Inc.,
University of Nebraska – Kearney Safety Center, etc.;

Professional associations:

Nebraska County Attorney's Association,
Nebraska Trucking Association, etc., and interested individuals.

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:

City of Omaha Prosecutor's Office,
CODES Data Management Team,
Independence Center Advisory Committee,
Nebraska Child Passenger Safety Advisory Committee
Nebraska Operation Lifesaver Committee,
Nebraska Partners in Prevention,
Nebraska Preventive Health Advisory Committee,
Nebraska Safety Center Advisory Council,
Nebraska AAA Foundation,
Youth In Action
NU Directions – University of Nebraska – Lincoln,
Project Extra Mile,
Students Against Destructive Decisions,
Traffic Records Advisory Committee, and the
Underage Drinking Advisory Task Force.

Other critical considerations in the problem identification process are the use of conducted assessments, surveys (attitudinal, observations, etc.) evaluations (administrative, scientific, etc.) and studies. Years-of-life lost (see page 13) is a public health measure that will also be utilized. 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.

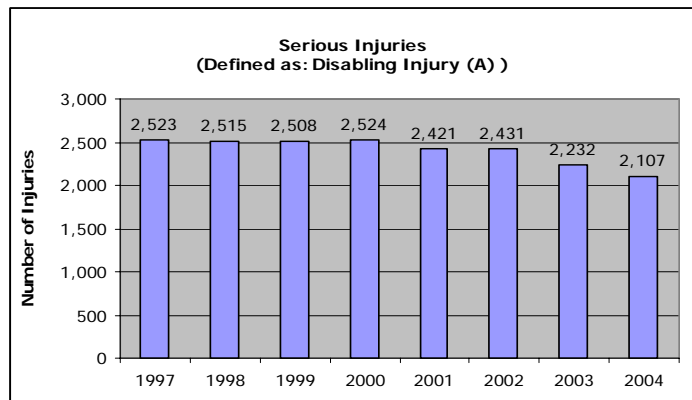
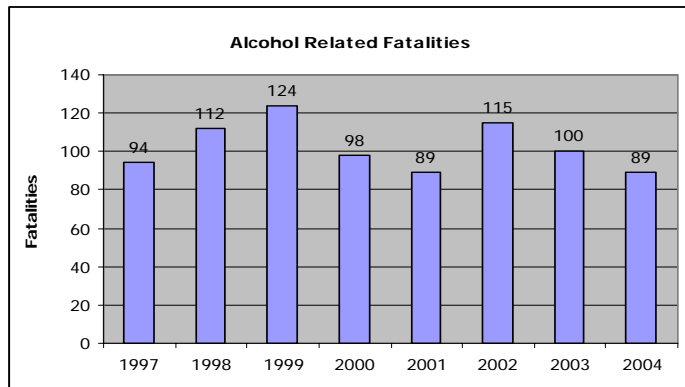
For the purpose of this FY2006 problem identification process, the NOHS has elected to review overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information. Calendar year data are being utilized.

Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives Districts. Further geographical problem identification considerations will primarily concentrate on the selected 32 priority counties, representing 84% of the population within those congressional districts. These counties and the communities within them have been selected based upon crash data from the previous three years.

A Nebraska Annual Comparative Data chart is being provided.

Nebraska Annual Comparative Data								
					Progress Report Data CY2001-2004			
	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (F)	302	315	295	276	246	307	293	254
Serious Injuries (Defined as: Disabling Injury (A))	2,523	2,515	2,508	2,524	2,421	2,431	2,232	2,107
Fatalities & Serious Injuries Combined (F/A)	2,825	2,830	2,803	2,800	2,667	2,738	2,525	2,361
Vehicles Miles (Millions)	16,791	17,219	17,570	17,637	17,940	18,281	18,592	18,630
Fatality Rate/(100 million VMT)	1.8	1.8	1.7	1.6	1.4	1.7	1.6	1.4
Fatality & Serious Injury Rate / (100 million VMT)	16.8	16.4	16.0	15.9	14.9	15.0	13.6	12.7
Population	1,656,870	1,636,885	1,674,074	1,711,263	1,711,263	1,711,263	1,711,263	1,738,189
Fatality Rate /100K Population	18.2	19.2	17.6	16.1	14.4	17.9	17.1	14.6
Fatality & Serious Injury Rate /100K Population	170.5	172.9	167.4	163.6	155.8	160.0	147.6	135.8
Alcohol Related Fatalities	94	112	124	98	89	115	100	89
Alcohol Related Fatalities as a Percentage of All Fatalities	31.1%	35.6%	42.0%	35.5%	36.2%	37.5%	34.1%	35.0%
Alcohol Related Fatality Rate /(100 million VMT)	0.56	0.65	0.71	0.56	0.50	0.63	0.54	0.48
Percent of Population Observed Using Safety Belts*	62.9%	65.1%	67.9%	70.5%	70.2%	69.6%	76.1%	79.2%
Percent of unbelted drivers and occupants seriously injured or killed in a crash	54.3%	56.9%	56.3%	52.6%	55.6%	54.8%	45.7%	54.0%

*Safety belt percentages from "The Buffalo Beach Company" statewide observation Safety Belt Use Surveys



B. PERFORMANCE GOAL SELECTION

Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration.

Using the experience and expertise of the NOHS professional staff, an appropriate overall statewide performance goal and selected emphasis area performance goals are established. Projections are based on a regression analysis program. The projection is based upon a sustained level of activity and the goal is established by anticipating additional activity that more precisely targets identified problems.

Overall Goal

The goal is to reduce **Fatal, A and B Injury Crashes** by 4% (5,547) in 2006.

The FY2006 selected emphasis areas are as follows:

1. Alcohol Related Fatal, A and B Injury Crashes

The goal is to reduce **Alcohol Related Fatal, A and B Injury Crashes** by 4% (721).

2. Occupant Restraint Use

The goal is to increase the occupant restraint usage to 82.8%.

3. Speed Related Fatal, A and B Injury Crashes *

The goal is to reduce **Speed Related Fatal, A and B Injury Crashes** by 4% (449).

4. Youth Involved Fatal, A and B Crashes

The goal is to reduce **Youth Involved Fatal, A and B Injury Crashes**, age 16 through 20, by 4% (1,869).

5. All Other Factors

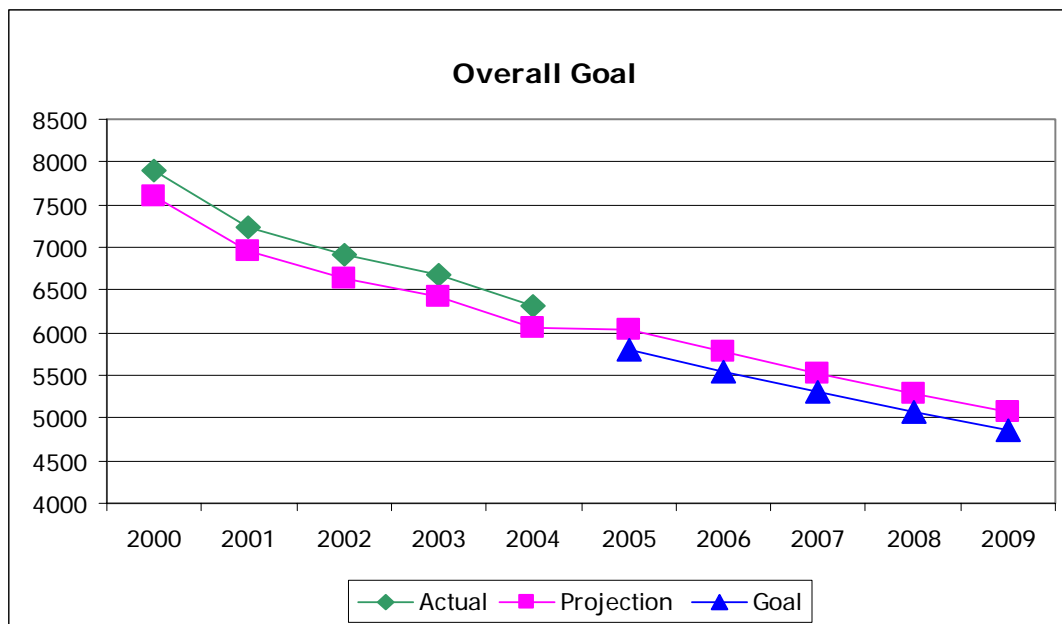
The goal is to reduce **All Other Factors Fatal, A and B Injury Crashes** (Minus Alcohol and Speed) by 4% (4,377).

*2002 changes made to Database affected speed related crash data

Overall Goal

The goal is to reduce **Fatal, A and B Injury Crashes** by 4% (5,547) in 2006.

Fiscal Year	Actual	Projection	Goal
2000	7,908		
2001	7,237		
2002	6,916		
2003	6,682		
2004	6,305	6,053	
2005		6,034	
2006		5,778	5,547
2007		5,517	5,297
2008		5,288	5,076
2009		5,069	4,867



Actual - known data;

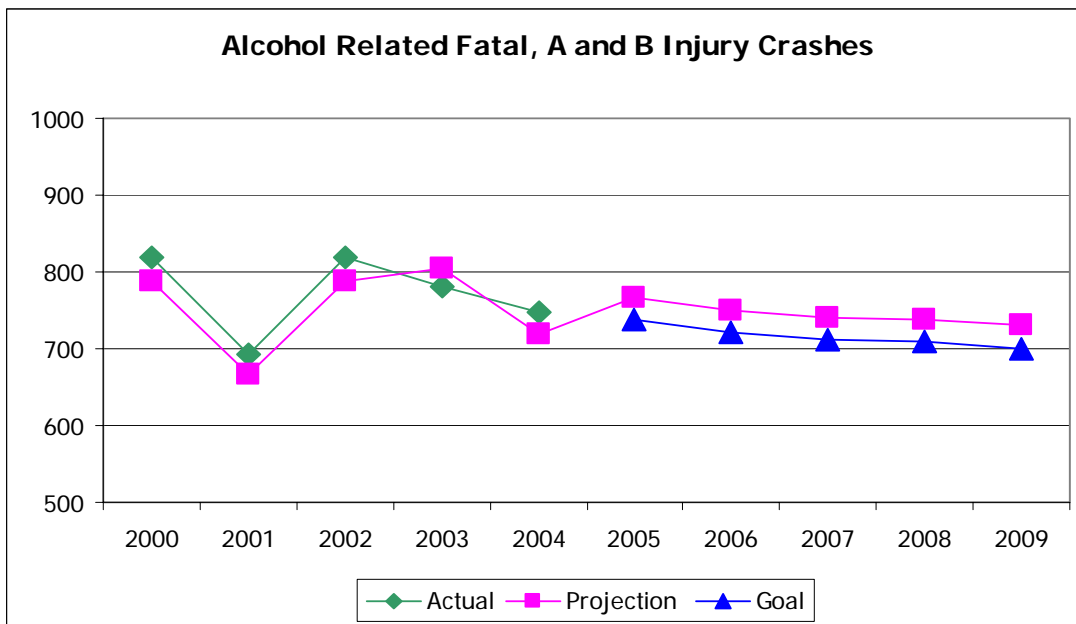
Projection – trend analysis or advance estimate based on known data;

Goal - overall expected performance outcome

1. Alcohol Related Fatal, A and B Injury Crashes

The goal is to reduce **Alcohol Related Fatal, A and B Injury Crashes** by 4% (721).

Fiscal Year	Actual	Projection	Goal
2000	820		
2001	694		
2002	820		
2003	781		
2004	748	718	
2005		767	
2006		751	721
2007		741	712
2008		739	710
2009		730	701



Actual - known data;

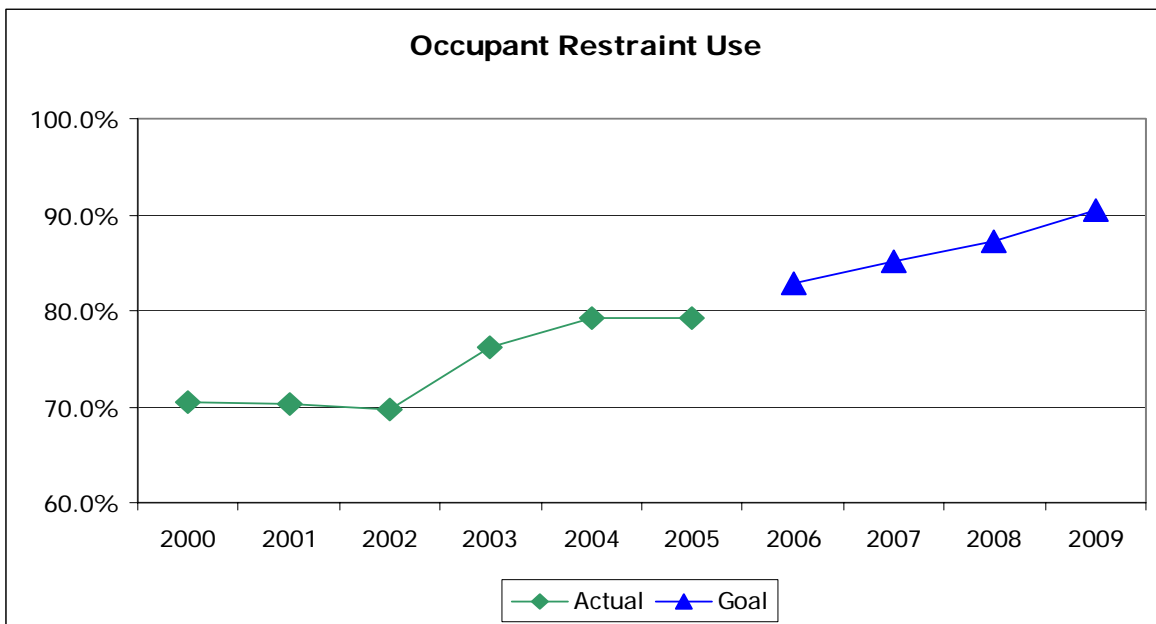
Projection – trend analysis or advance estimate based on known data;

Goal - overall expected performance outcome

2. Occupant Restraint Use

The goal is to increase the occupant restraint usage to 82.8%.

Fiscal Year	Actual	Goal
2000	70.5%	
2001	70.2%	
2002	69.7%	
2003	76.1%	
2004	79.2%	
2005	79.2%	
2006		82.8%
2007		85.2%
2008		87.2%
2009		90.4%



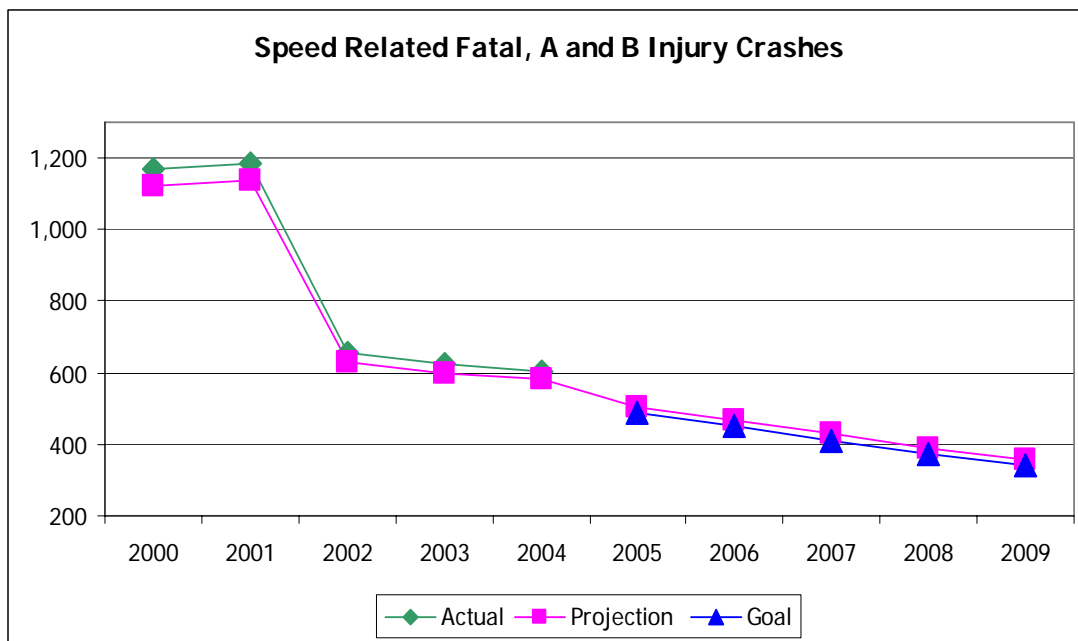
Actual - known data;

Goal - overall expected performance outcome

3. Speed Related Fatal, A and B Injury Crashes

The goal is to reduce **Speed Related Fatal, A and B Injury Crashes** by 4% (449).

Fiscal Year	Actual	Projection	Goal
2000	1,167		
2001	1,187		
2002*	656		
2003	622		
2004	605	581	
2005		506	
2006		468	449
2007		429	412
2008		387	372
2009		357	343



Actual - known data;

Projection – trend analysis or advance estimate based on known data;

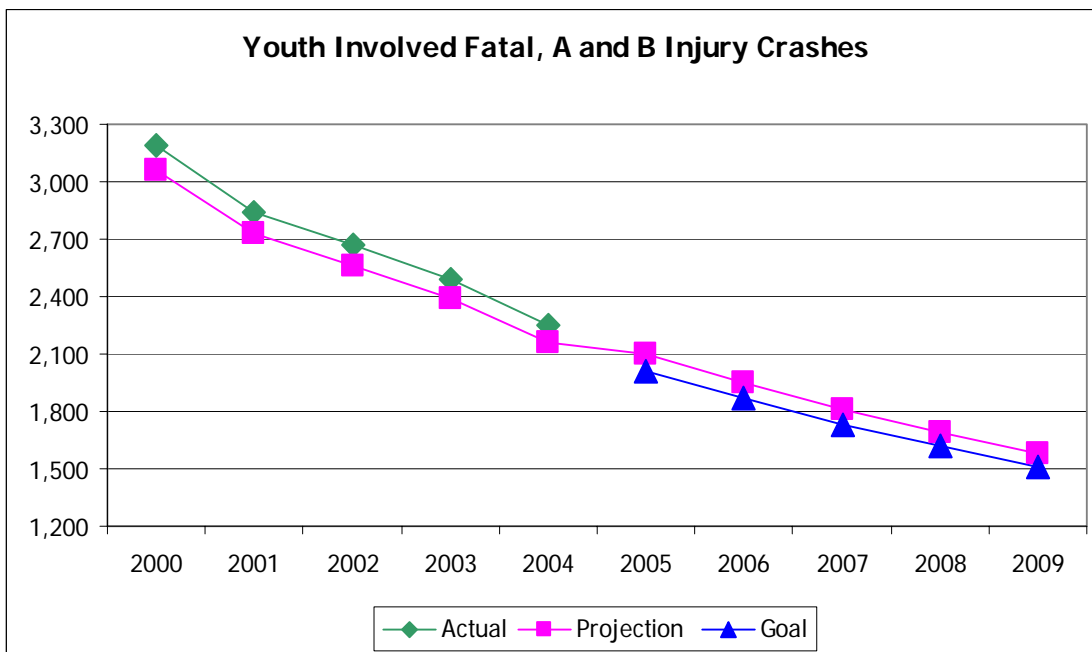
Goal - overall expected performance outcome

*2002 changes made to Database affected speed related crash data

4. Youth Involved Fatal, A and B Injury Crashes

The goal is to reduce **Youth Involved Fatal, A and B Injury Crashes**, ages 16 through 20, by 4% (1,869).

Fiscal Year	Actual	Projection	Goal
2000	3,193		
2001	2,841		
2002	2,672		
2003	2,498		
2004	2,253	2,163	
2005		2,098	
2006		1,947	1,869
2007		1,807	1,734
2008		1,687	1,620
2009		1,577	1,514



Actual - known data;

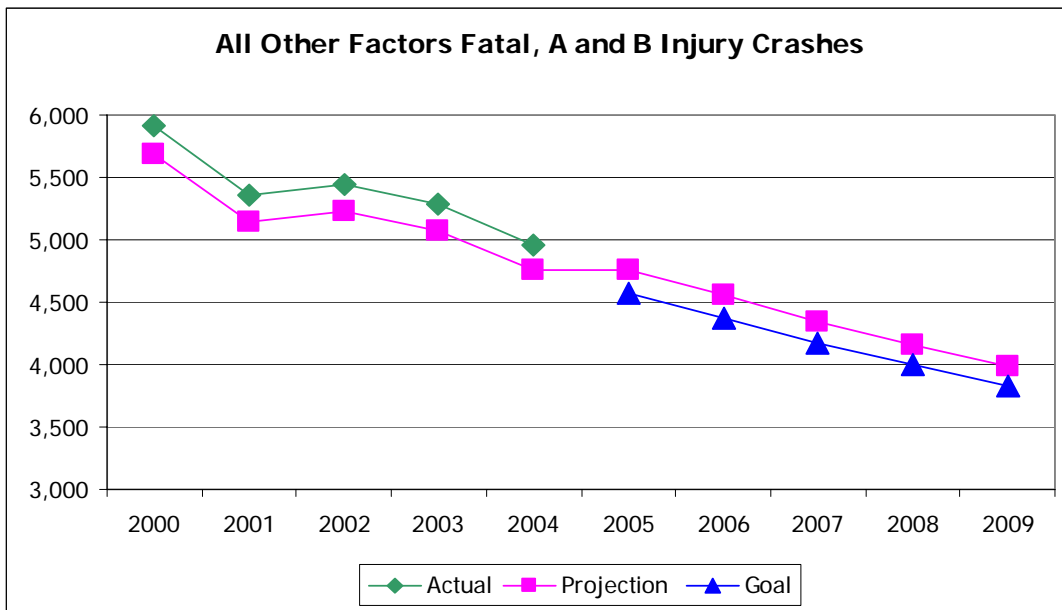
Projection – trend analysis or advance estimate based on known data;

Goal - overall expected performance outcome

5. All Other Factors

The goal is to reduce **All Other Factors Fatal, A and B Injury Crashes** (minus Alcohol and Speed) by 4% (4,377).

Fiscal Year	Actual	Projection	Goal
2000	5,921		
2001	5,356		
2002	5,440		
2003	5,279		
2004	4,952	4,754	
2005		4,761	
2006		4,559	4,377
2007		4,347	4,173
2008		4,161	3,995
2009		3,982	3,823



Actual - known data;

Projection – trend analysis or advance estimate based on known data;

Goal - overall expected performance outcome

C. PROGRAM, PROJECT AND ACTIVITY SELECTION PROCESS

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the FY2006 funding period:

- Problem identification for specific geographical priority areas;
- Prioritizing or ranking of the emphasis areas;
- Goals are established;
- Proposals solicited and/or reviewed;
- Funding resources assessed and recommendations developed;
- Preliminary program, project, or activity selection based upon need, performance, and outcome expectations;
- Final contracts negotiation and approval.

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

II. SUPPLEMENTAL PROBLEM IDENTIFICATION DATA

Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths (Based on Calendar Year Fatality Data)					
Age Group	2000	2001	2002	2003	2004
0 thru 5	307	295	365	586	448
6 thru 10	489	348	402	350	217
11 thru 15	189	569	673	658	997
16 thru 20	3,157	2,598	3,250	2,632	2,112
21 thru 25	1,409	1,473	2,306	1,887	1,729
26 thru 30	898	731	704	1,125	509
31 thru 35	805	591	875	679	396
36 thru 40	673	887	774	1,001	347
41 thru 45	667	475	533	512	791
46 thru 50	536	486	750	768	588
51 thru 55	314	391	325	337	357
56 thru 60	185	109	206	206	204
61 thru 65	169	45	130	109	133
66 thru 70	87	71	105	43	24
71 thru 75	26	12	54	48	45
76 thru 80	4	13	5	13	12
Total	9,915	9,094	11,457	10,954	8,909
Based on Nebraska Life Expectancy Estimate of 80 Years for Females and 73 Years for Males					

NEBRASKA PRIORITY COUNTIES FOR FY2006

COUNTY CRASH RATE VS. STATE CRASH RATE
PER 100 MILLION MILES

Congressional District	County	FAB Crashes	Alcohol	Speed	Youth 16-20	Low Occ/Prot	2005 Population*
Three	Adams	110	6.58	4.82	14.04	63.2%	30,890
Three	Box Butte	41	7.50	10.00	12.50	59.3%	11,669
Three	Buffalo	175	4.70	3.02	9.73	52.0%	43,043
One	Cass	102	2.35	4.70	9.14	72.3%	25,242
One	Colfax	35	5.50	7.34	13.76	52.4%	10,497
One	Cuming	36	2.22	0.74	8.89	62.8%	9,863
Three	Custer	44	5.88	4.58	8.50	41.9%	11,542
Three	Dawes	42	16.67	7.69	16.67	54.1%	8,985
Three	Dawson	98	2.22	2.44	6.65	60.4%	24,598
One	Dodge	150	4.02	3.74	14.37	70.1%	35,961
Two	Douglas	1,720	4.40	1.66	13.70	66.1%	476,703
One	Gage	89	5.86	5.86	12.55	54.1%	23,363
Three	Hall	222	3.29	4.23	8.62	68.9%	54,293
Three	Hamilton	47	1.43	2.50	5.00	68.5%	9,478
Three	Holt	35	3.31	2.65	5.96	53.1%	11,078
Three	Keith	40	2.14	3.06	1.83	71.9%	8,472
Three	Knox	33	7.14	10.71	14.29	31.9%	9,054
One	Lancaster	1,090	4.02	2.86	17.27	81.5%	260,995
Three	Lincoln	145	4.64	2.72	7.52	60.6%	34,802
One	Madison	107	1.42	3.91	16.37	69.8%	35,777
Three	Merrick	38	7.25	5.80	7.97	53.8%	8,134
One	Otoe	63	3.85	3.42	10.68	61.0%	15,504
Three	Pierce	45	7.94	4.76	11.11	46.2%	7,713
Three	Platte	105	1.40	3.86	11.58	73.3%	31,197
Three	Saline	59	7.34	6.42	17.43	58.1%	14,189
One/Two	Sarpy	343	2.36	2.09	10.17	72.1%	132,476
One	Saunders	69	4.95	6.31	12.16	64.4%	20,008
Three	Scotts Bluff	110	6.97	3.33	10.30	53.3%	36,954
One	Seward	59	1.34	2.41	4.02	65.1%	16,671
One	Washington	89	8.33	5.56	16.67	65.3%	19,690
One	Wayne	37	3.66	18.29	17.07	66.7%	9,474
Three	York	65	1.69	2.82	6.21	64.5%	14,363
32 County Population							1,462,678
Statewide		6,305	4.02	3.12	12.16	62.6%	1,738,189

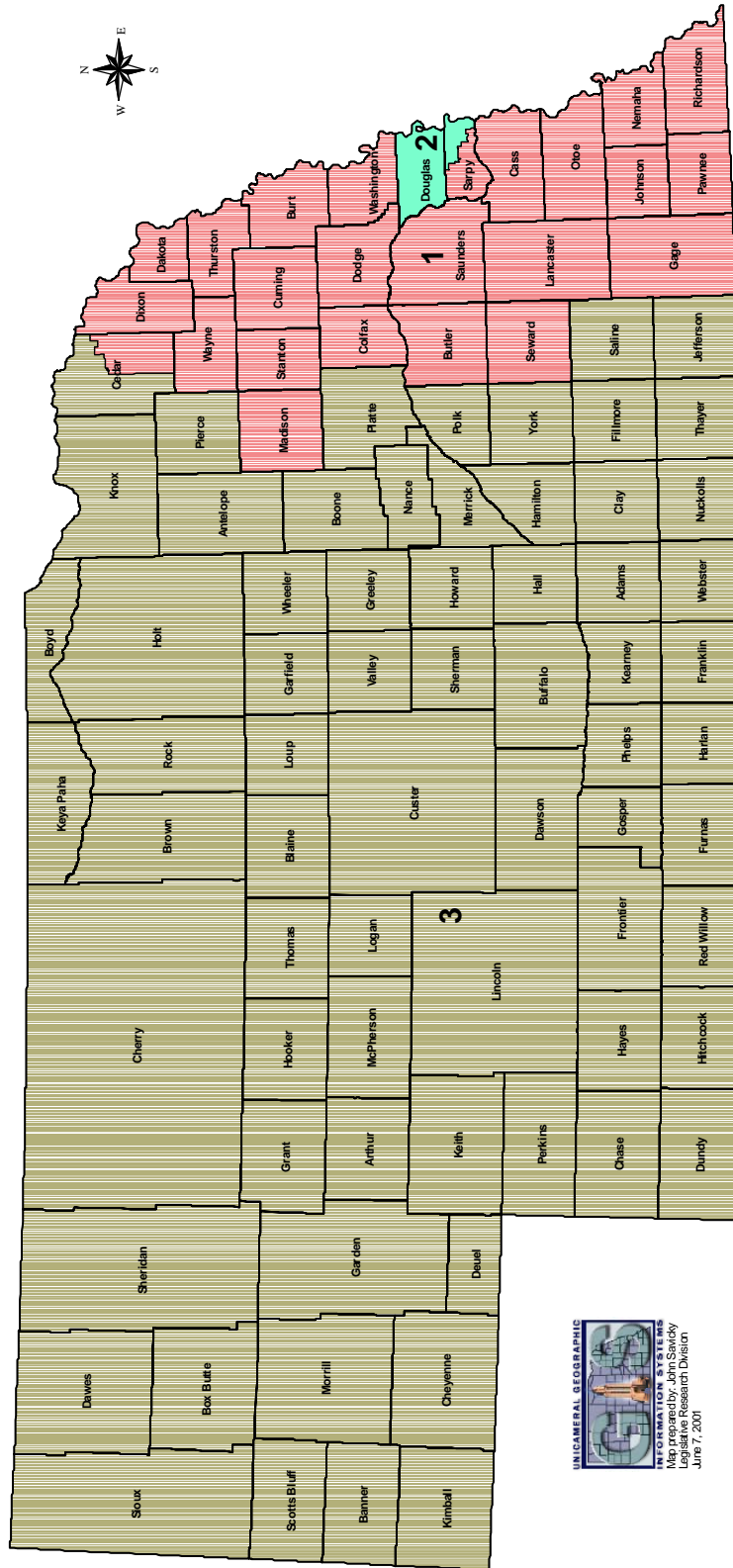
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken off CY2004 Standard Summaries, Fatal, A / B Injuries, Statewide and County 4/22/05

*The Directory of County Official in Nebraska 2005

U.S. House of Representatives LB 851 (2001)

(Districts take effect September 1, 2001)



Source: U.S. Bureau of the Census, 2001 TIGER/Line Files
LB 851, 2001

The TIGER/Line Files have been edited to reflect the boundary between Baker and Platte Counties.

NEBRASKA STATE MOTOR VEHICLE CRASH DATA								
					2001	2002	2003	2004
POPULATION					1,718,840	1,726,437	1,737,475	1,747,214
LICENSED DRIVERS					1,283,439	1,306,513	1,342,147	1,347,071
REGISTERED VEHICLES					1,990,378	2,056,664	2,040,703	2,059,553
VEHICLE MILES (MILLIONS)					17,940	18,281	18,592	18,630
FATALITY RATE (MILLIONS)					1.4	1.7	1.6	1.4
FATAL CRASHES					215	272	257	229
FATALITIES					246	307	293	254
A & B** INJURY CRASHES					7,022	6,644	6,425	6,076
A & B** INJURIES					9,571	9,015	8,652	8,098
ALCOHOL RELATED FATAL CRASHES					82	102	100	81
ALCOHOL RELATED FATALITIES					89	115	115	89
ALCOHOL RELATED A & B** INJURY CRASHES					612	718	941	667
ALCOHOL RELATED A & B** INJURIES					1,057	1,224	1,442	1,078
DRIVING UNDER INFLUENCE (DUI) ARRESTS TOTALS #					12,166	13,154	13,415	14,148
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##					8,903	9,778	10,639	11,016
SAFETY BELT CONVICTIONS##					7,232	8,353	8,062	6,398
CHILD RESTRAINT CONVICTIONS##					1,361	1,728	2,063	1,854
OBSERVED CHILD RESTRAINT USE					67.4%	69.6%	86.2%	87.7%
REPORTED RESTRAINT USE### (Fatal, A & B)					67.5%	62.7%	65.8%	66.6%
OBSERVED RESTRAINT USE					70.2%	69.7%	76.1%	79.2%
SPEEDING CONVICTIONS##								
COUNTY/STATE					42,887	46,709	45,439	43,624
MUNICIPAL					23,595	26,829	27,489	24,865
INTERSTATE					6,039	6,733	8,708	10,066
TOO FAST FOR CONDITIONS					349	247	272	276
TOTAL SPEED CONVICTIONS					72,870	80,518	81,908	78,831
** A - Disabling Injuries B - Visible, but not Disabling Injury								
License Drivers include all Permits (LPE,LPD,SCH,POP) Registered Vehicles includes Nebraska Based Commercial Vehicles								
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports								
## Source: Department of Motor Vehicles, Driver Records Statistics								
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/22/2005								

NEBRASKA YOUTH DRIVERS CRASH DATA (Age 16 thru 20)

	2001	2002	2003	2004
LICENSED DRIVERS (Age 16 - 20)	127,343	127,796	126,949	124,683
FATAL CRASHES	58	57	56	51
FATALITIES	68	67	69	59
A & B** INJURY CRASHES	2,502	2,356	2,209	1,989
A & B** INJURIES	3,539	3,344	3,099	2,750
ALCOHOL RELATED FATAL CRASHES	22	18	18	21
ALCOHOL RELATED FATALITIES	25	22	21	28
ALCOHOL RELATED A & B** INJURY CRASHES	137	208	186	156
ALCOHOL RELATED A & B** INJURIES	244	345	288	233
TOTAL ARRESTS UNDER AGE 18:				
DRIVING UNDER INFLUENCE (DUI)	413	391	371	348
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,631	2,881	2,514	2,158
DUI CONVICTIONS ##	969	1,199	1,178	1,181
.02 CONVICTIONS ##	76	76	59	53
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	590	712	554	602
SAFETY BELT CONVICTIONS ##	2,214	2,502	2,241	1,627
CHILD RESTRAINT CONVICTIONS ##	183	186	201	185
REPORTED RESTRAINT USE ###	64.9%	59.1%	61.5%	66.4%
SPEEDING CONVICTIONS ##				
COUNTY/STATE	8,487	9,488	8,672	7,768
MUNICIPAL	5,544	6,414	6,077	5,268
INTERSTATE	1,369	1,531	1,822	1,960
TOO FAST FOR CONDITIONS	124	95	100	89
TOTAL SPEED CONVICTIONS	15,524	17,528	16,671	15,085
** A - Disabling Injuries B - Visible, but not Disabling Injury				
License Drivers include all Permits (Learner's Permit (LPE) & LPD), School Permit (SCH), Provisional Operator's Permit (POP)				
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports				
## Source: Department of Motor Vehicles, Driver Records Statistics				
### Source: Nebraska Department of Roads, Standard Summary of Nebraska				

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2004)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL		DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	16	247	827	1,090		3	HALL	9	48	165	222
1	DODGE	7	40	103	150		3	BUFFALO	10	39	126	175
1	MADISON	2	26	79	107		3	LINCOLN	4	38	103	145
1	CASS	2	37	63	102		3	ADAMS	4	28	78	110
1	GAGE	4	17	68	89		3	SCOTT'S BLUFF	7	26	77	110
1	WASHINGTON	2	33	54	89		3	PLATTE	8	22	75	105
1	SAUNDERS	5	19	45	69		3	DAWSON	8	20	70	98
1	OTOE	1	20	42	63		3	YORK	5	14	46	65
1	SEWARD	1	20	38	59		3	SALINE	1	19	39	59
1	WAYNE	1	10	26	37		3	HAMILTON	1	15	31	47
1	CUMING	3	11	22	36		3	PIERCE	5	12	28	45
1	COLFAX	2	11	22	35		3	CUSTER	5	8	31	44
1 - 3	CEDAR	0	10	21	31		3	DAWES	3	14	25	42
1	DAKOTA	2	8	21	31		3	BOX BUTTE	4	10	27	41
1	BUTLER	3	8	17	28		3	KEITH	2	13	25	40
1	STANTON	2	12	14	28		3	MERRICK	3	17	18	38
1	RICHARDSON	2	9	13	24		3	HOLT	2	15	18	35
1	BURT	1	8	11	20		3	KNOX	3	16	14	33
1	NEMAHA	1	5	9	15		3	CHEYENNE	3	12	17	32
1	THURSTON	0	7	7	14		3	RED WILLOW	1	6	24	31
1	DIXON	0	7	5	12		3	ANTELOPE	3	6	21	30
1	JOHNSON	1	3	6	10		3	PHELPS	2	7	18	27
1	PAWNEE	1	4	3	8		3	THAYER	5	7	15	27
	TOTAL	59	572	1,516	2,147		3	JEFFERSON	1	9	14	24
							3	SHERIDAN	2	6	16	24
							3	CLAY	2	6	15	23
							3	CHERRY	1	8	13	22
							3	POLK	2	6	14	22
							3	FILLMORE	2	9	11	22
							3	KIMBALL	2	4	15	21
DIST.	COUNTY	FATAL	A *	B *	TOTAL		3	KEARNEY	2	8	11	21
2	DOUGLAS	29	425	1,266	1,720		3	HOWARD	5	4	11	20
1 - 2	SARPY	9	79	255	343		3	MORRILL	1	5	12	18
	TOTAL	38	504	1,521	2,063		3	VALLEY	3	3	11	17
							3	HARLAN	0	5	11	16
							3	BOONE	0	5	9	14
							3	DEUEL	0	6	7	13
							3	FURNAS	1	4	8	13
							3	WEBSTER	0	4	9	13
							3	GARDEN	0	4	8	12
							3	NANCE	1	6	5	12
							3	PERKINS	0	4	8	12
							3	FRANKLIN	0	2	9	11
							3	FRONTIER	0	3	8	11
							3	GOSPER	1	4	6	11
							3	BROWN	1	5	4	10
							3	SHERMAN	0	3	7	10
STATE TOTAL		229	1,640	4,436	6,305		3	CHASE	0	4	5	9
							3	SIoux	2	2	4	8
							3	GREELEY	1	2	5	8
							3	LOGAN	0	3	5	8
							3	DUNDY	0	0	7	7
							3	HITCHCOCK	1	2	3	6
							3	HAYES	0	0	6	6
							3	KEYA PAHA	0	2	4	6
							3	LOUP	1	0	5	6
							3	BANNER	0	3	2	5
							3	BOYD	0	1	4	5
							3	WHEELER	0	1	4	5
							3	GARFIELD	0	1	3	4
* INJURY SEVERITY CODES							3	BLAINE	1	2	1	4
A = Disabling Injury							3	ROCK	0	2	2	4
B = Visible, but not disabling injury							3	NUCKOLLS	0	0	3	3
							3	THOMAS	0	3	0	3
							3	MCPHERSON	0	1	1	2
							3	ARTHUR	1	0	1	2
							3	HOOVER	0	0	1	1
							3	GRANT	0	0	0	0
							3	KEYA PAHA	0	0	0	0
								TOTAL	132	564	1,399	2,095

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2003)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	31	259	845	1,135	3	HALL	5	50	179	234
1	DODGE	9	37	118	164	3	LINCOLN	3	33	133	169
1	MADISON	5	39	96	140	3	BUFFALO	10	49	108	167
1	GAGE	6	32	76	114	3	SCOTTS BLUFF	3	55	100	158
1	CASS	5	33	43	81	3	DAWSON	8	33	75	116
1	SAUNDERS	2	26	52	80	3	PLATTE	1	31	84	116
1	SEWARD	2	32	46	80	3	ADAMS	1	21	69	91
1	WASHINGTON	1	19	43	63	3	YORK	3	18	49	70
1	OTOE	4	12	38	54	3	SALINE	0	20	39	59
1	DAKOTA	3	12	29	44	3	HAMILTON	3	15	31	49
1	COLFAX	1	7	29	37	3	BOX BUTTE	0	6	38	44
1	BUTLER	4	14	18	36	3	CHEYENNE	5	10	29	44
1	CUMING	2	13	18	33	3	HOLT	0	12	30	42
1	STANTON	1	14	13	28	3	PIERCE	4	11	27	42
1	WAYNE	2	10	16	28	3	CUSTER	2	11	28	41
1 - 3	CEDAR	3	6	18	27	3	PHELPS	1	16	23	40
1	NEMAHA	0	12	15	27	3	KEITH	3	11	23	37
1	RICHARDSON	4	11	10	25	3	DAWES	2	4	28	34
1	THURSTON	2	8	14	24	3	ANTELOPE	5	10	18	33
1	BURT	3	4	15	22	3	CLAY	6	7	19	32
1	JOHNSON	2	5	10	17	3	SHERIDAN	3	7	22	32
1	DIXON	2	4	10	16	3	MERRICK	3	6	22	31
1	PAWNEE	2	4	9	15	3	RED WILLOW	2	11	18	31
	TOTAL	96	613	1,581	2,290	3	KEARNEY	3	9	17	29
						3	FILLMORE	1	14	13	28
						3	KIMBALL	1	13	14	28
						3	THAYER	2	7	19	28
						3	CHERRY	5	6	12	23
						3	POLK	2	9	12	23
						3	BOONE	0	9	12	21
DIST.	COUNTY	FATAL	A *	B *	TOTAL	3	HOWARD	3	8	10	21
2	DOUGLAS	31	395	1,372	1,798	3	JEFFERSON	0	5	16	21
1 - 2	SARPY	5	101	246	352	3	HARLAN	4	4	11	19
	TOTAL	36	496	1,618	2,150	3	MORRILL	0	5	13	18
						3	DEUEL	3	7	7	17
						3	FRONTIER	2	5	10	17
						3	KNOX	2	7	8	17
						3	FURNAS	2	3	10	15
						3	VALLEY	3	0	12	15
						3	FRANKLIN	1	3	9	13
						3	SHERMAN	1	1	11	13
						3	BROWN	2	5	5	12
						3	HITCHCOCK	1	3	8	12
						3	NUCKOLLS	2	1	9	12
						3	WEBSTER	0	1	11	12
						3	BANNER	0	3	7	10
						3	GREELEY	0	5	5	10
STATE TOTAL		257	1,715	4,710	6,682	3	CHASE	0	3	6	9
						3	NANCE	0	3	6	9
						3	GARDEN	1	2	5	8
						3	PERKINS	0	1	7	8
						3	GOSPER	0	1	7	8
						3	BOYD	1	4	1	6
						3	LOGAN	1	3	2	6
						3	GARFIELD	1	1	3	5
						3	SIOUX	0	3	2	5
						3	LOUP	2	1	2	5
						3	DUNDY	0	1	3	4
						3	HAYES	3	0	1	4
						3	ROCK	1	1	2	4
* INJURY SEVERITY CODES						3	WHEELER	0	0	4	4
A = Disabling Injury						3	BLAINE	1	0	2	3
B = Visible, but not disabling injury						3	GRANT	1	1	0	2
						3	THOMAS	0	0	2	2
						3	ARTHUR	0	0	2	2
						3	MCPHERSON	0	0	1	1
						3	HOOVER	0	1	0	1
						3	KEYA PAHA	0	0	0	0
							TOTAL	125	606	1,511	2,242

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2002)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	30	258	870	1,158	3	HALL	13	75	144	232
1	DODGE	1	33	121	155	3	BUFFALO	10	62	114	186
1	MADISON	5	47	102	154	3	LINCOLN	8	52	119	179
1	GAGE	7	27	77	111	3	SCOTTS BLUFF	7	44	102	153
1	CASS	4	33	47	84	3	PLATTE	6	41	95	142
1	SEWARD	10	19	50	79	3	DAWSON	9	26	53	88
1	SALINDERS	3	39	36	78	3	ADAMS	2	25	59	86
1	WASHINGTON	5	20	43	68	3	YORK	3	24	37	64
1	DAKOTA	2	17	47	66	3	HAMILTON	3	24	31	58
1	OTOE	5	14	44	63	3	KEITH	4	19	34	57
1	WAYNE	2	16	23	41	3	CHEYENNE	1	12	31	44
1	COLFAX	2	10	23	35	3	PIERCE	3	9	31	43
1	CUMING	1	10	22	33	3	SALINE	6	9	28	43
1	BUTLER	4	8	16	28	3	CLUSTER	1	13	28	42
1 - 3	CEDAR	2	9	17	28	3	RED WILLOW	2	10	29	41
1	THURSTON	2	9	17	28	3	HOLT	0	11	29	40
1	RICHARDSON	1	7	19	27	3	PHELPS	2	14	24	40
1	BURT	3	5	16	24	3	DAWES	3	14	22	39
1	NEMAHA	0	5	19	24	3	KNOX	3	12	22	37
1	STANTON	1	9	14	24	3	HOWARD	5	8	22	35
1	DIXON	1	7	7	15	3	KIMBALL	2	8	25	35
1	JOHNSON	0	5	10	15	3	BOX BUTTE	1	12	20	33
1	PAWNEE	0	0	6	6	3	KEARNEY	0	7	26	33
	Total	91	607	1,646	2,344	3	SHERIDAN	1	7	22	30
						3	CLAY	4	9	16	29
						3	THAYER	3	9	15	27
						3	MERRICK	2	11	13	26
						3	ANTELOPE	2	13	10	25
DIST.	COUNTY	FATAL	A *	B *	TOTAL	3	JEFFERSON	3	11	11	25
2	DOUGLAS	27	470	1,427	1,924	3	CHERRY	0	7	17	24
1 - 2	SARPY	12	89	242	343	3	FILLMORE	2	6	16	24
	TOTAL	39	559	1,669	2,267	3	MORRILL	3	7	12	22
						3	DEUEL	2	6	13	21
						3	BOONE	1	3	14	18
						3	GREELEY	1	7	10	18
						3	FURNAS	2	5	9	16
						3	POLK	1	6	8	15
						3	FRANKLIN	3	2	9	14
						3	GOSPER	0	7	7	14
						3	PERKINS	1	1	12	14
						3	VALLEY	1	3	10	14
						3	GARDEN	1	5	7	13
						3	HARLAN	1	3	9	13
						3	WEBSTER	0	2	11	13
						3	BROWN	1	2	8	11
STATE TOTAL		272	1,873	4,771	6,916	3	NANCE	2	4	5	11
						3	FRONTIER	1	4	5	10
						3	SIoux	2	3	5	10
						3	CHASE	1	3	5	9
						3	DUNDY	1	4	4	9
						3	NUCKOLLS	1	3	5	9
						3	BOYD	1	1	6	8
						3	HITCHCOCK	1	2	5	8
						3	BANNER	0	3	4	7
						3	KEYA PAHA	0	2	5	7
						3	ROCK	0	3	4	7
						3	GARFIELD	0	2	4	6
						3	SHERMAN	1	2	3	6
						3	THOMAS	1	1	4	6
						3	LOUP	0	3	1	4
						3	WHEELER	1	1	1	3
						3	GRANT	0	1	1	2
						3	HOOKER	0	1	1	2
						3	ARTHUR	0	1	0	1
						3	BLAINE	0	0	1	1
						3	HAYES	0	0	1	1
						3	LOGAN	0	0	1	1
						3	MCPHERSON	0	0	1	1
						3	HAYES	0	0	0	0
						3	MCPHERSON	0	0	0	0
							TOTAL	142	707	1,456	2,305

* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury

III. 402 HIGHWAY SAFETY PROJECTS FOR FY2006/ OTHER FUNDING ACTIVITY

The Nebraska Office of Highway Safety (NOHS) has designated its Section 402 Highway Safety funds for Federal Fiscal Year 2006 (October 1, 2005 - September 30, 2006) to 34 projects. This listing provides a brief description of the projects. While there are 35 projects, an expected total of more than 350 individual projects will result from the mini-grant contract awards. A total of \$1,816,336 has been allocated for Fiscal Year 2006.

Planning and Administration (06-1)

Provides funding to the NOHS for basic administrative costs including office expenses, personal services, and travel expenses for an administrator, deputy director, accountant, and staff assistant. As required, state cash funding will hard match each federal dollar expended in this project.

(\$ 125,000)

Auditing (06-2)

Provides funding to the NOHS for the cost of auditing all FY2005 projects. Audits are performed by the Auditor of Public Accounts. (\$ 4,000)

Occupant Protection/Program Coordination (06-3)

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit occupant protection program area grants and activities. (\$ 50,000)

Occupant Protection/Public Information and Education (06-4)

Provides the NOHS with funding for promotional/educational equipment and materials including brochures, public service announcements, child safety seats, occupant protection surveys, local mini-grants, and campaigns to encourage increased safety restraint use. (\$ 50,000)

Holt County Safe Communities/North Central District Health Department (06-5)

Provide funding to North Central District Health Department to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Holt County. This project will target the age group of 15 through 19 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts. (\$ 6,075)

Hamilton County ACTS - Achieving Community Traffic Safety/Central Nebraska Community Services, Inc. (06-6)

Provide funding to Central Nebraska Community Services, Inc. to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Hamilton County. This project will target the age group of 15 through 34 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts. (\$ 7,709)

Colfax CLICS – Citizens Link Increasing Community Safety/Central Nebraska Community Services, Inc. (06-7)

Provide funding to Central Nebraska Community Services to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Colfax County, with emphasis on the Latino population. This project will target the age group of 15 through 34 in

the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts. (\$ 8,040)

Trauma Outreach Injury Prevention Project/Good Samaritan Hospital Foundation (06-8)

Funding will be provided to Good Samaritan Hospital Foundation to collaborate with law enforcement, school officials, health providers and others to participate in this project. This project will target the age group of 16 through 20, in the emphasis area of occupant restraint. The goal of this project is to provide education and training opportunities to improve occupant safety to Dawson, Custer, Adams, Cuming and other Priority counties. (\$ 15,679)

Alcohol/Program Coordination (06-9)

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit alcohol program area grants and activities. (\$ 60,000)

Alcohol/Public Information and Education (06-10)

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of impaired driving issues. NOHS will provide leadership to increase participation in the National Alcohol Screening Day. (\$ 20,000)

Alcohol Equipment Support/BATmobile (06-11)

Provides funding for the NOHS to assist local law enforcement agencies in obtaining mouthpieces, evidence cards, Alco cans and completing repairs for preliminary and evidentiary alcohol testing equipment. Provides funding for the NOHS to maintain the state's Breath Alcohol Testing Mobil Unit. The mobile unit is loaned to law enforcement agencies at no cost to assist in impaired driving enforcement and education efforts. (\$ 20,000)

Selective Overtime/Alcohol (06-12)

Provides funding to the NOHS to award mini - grants for selective overtime alcohol enforcement (compliance checks, saturation patrols, sobriety checkpoints, shoulder taps, etc.) to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. (\$ 300, 000)

MADD Court Monitoring/Mothers Against Drunk Driving Nebraska State Office (06-13)

Funding will be provided to MADD Nebraska to focus on ensuring successful prosecution DWI arrests and reduce unwarranted dismissals in for target counties: Gage, Lancaster, Saunders, and Saline. This program will train volunteers to observe DWI cases, hold a training program for court monitoring volunteers, and gather data, engage new members and educate the community about court actions. This project will work with local law enforcement to increase high visibility law enforcement efforts. (\$ 47,693)

Operation Maddness Part II/Box Butte County Sheriff's Office (06-16)

Funding will provide for the utilization of a motorcycle to assist in the reduction of DUI's, alcohol- related crashes and driving infractions in the County of Box Butte. The officer will be a

critical component of effective enforcement while on patrol. The County Attorney will also be an essential collaborator in prosecuting the impaired drivers, and the traffic violators. (\$20,000)

Project Night Life/Omaha Police Department (06-17)

Funding for this project will seek to reduce the crash rate among young drivers, age 15 through 18, in the City of Omaha. The Omaha Police Department will address the driving violations that occur most frequently among young drivers and enforce the provisional operator's permit statute. Education of young drivers and parents, along with the area police officers, on the state's graduated driving licensing provisions will continue. (\$107,101)

Think B4U Wink/Hall County Sheriff's Office (06-18)

Think B4U Wink will continue to gear this program towards parents and adults on the perils of underage impaired drinking and driving. Through this project, funds will be provided to the Hall County Sheriff's Office to continue to work with the current agencies and involve 15 additional law enforcement agencies to coordinate efforts to reduce teen alcohol-impaired driving. Funding will be provide for coordination of the project along with educational and media materials, including web page updating, creating and publishing a guide for the program and maintenance. (\$ 49,605)

Youth Public Information and Education (06-19)

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns targeting youth. (\$ 40,000)

DWI Prosecution Enhancement/City of Omaha Prosecutor's Office (06-20)

This project will continue to fund a full time prosecutor and one administrative clerk support person to prosecute and process DWI cases. This funding will help the City of Omaha Prosecutor's Office to keep pace with the increased DWI caseload. Utilizing the additional staff, they will continue to reduce the disposition time of cases in the City of Omaha. A case tracking system will also be instituted utilizing bar codes and bar code readers to track the processing and disposition of DWI cases. (\$ 71,100)

Youth/Program Coordination (06-21)

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit youth program area grants and activities. (\$ 50,000)

Traffic Safety/Program Coordination (06-23)

Provides funding to the NOHS staff for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit traffic safety program area grants and activities (excluding the areas of alcohol, occupant protection, youth, and speed). (\$ 140,000)

Traffic Safety Public Information and Education (06-24)

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, news clipping services, local mini-grants, and campaigns to encourage increased awareness of traffic laws and issues (other than occupant restraints, alcohol, speed, and youth). (\$ 25,000)

Traffic Training (06-25)

Provides funding for the NOHS to offer opportunities for traffic safety related training. Assistance is available for judges, prosecutors, law enforcement, and traffic safety professionals. (\$ 40,000)

Traffic Enforcement Training (06-26)

Provides funding for the Nebraska Law Enforcement Training Center to conduct highway safety related courses to all Nebraska law enforcement agencies. Courses are offered in Radar Certification, Radar Re-certification, Standard Field Sobriety Testing, In-Car Video Camera, and Accident Investigation (2 levels – Intermediate and Advanced). This project also provides assistance to NOHS in the presentation of the DRE (Drug Recognition Expert) training. Funding this year will be provided to develop an interactive computer based training program for radar recertification.

(\$ 109,000)

Selective Overtime/Traffic (06-27)

Provides funding for the NOHS to award mini-grants for selective overtime traffic enforcement to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to Fatal, A and B injury crashes. (\$ 100,000)

Merrick County MoVeS (Motor Vehicle Safety)/Central Nebraska Community Services, Inc. (06-28)

Provide funding to Central Nebraska Community Services, Inc. to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Merrick County. This project will target the age group of 15 through 34 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts. (\$ 16,887)

La Vista Police Motorcycle Project/City of La Vista Police Department (6-29)

Funding will be provided for the utilization of a motorcycle to assist in the reduction of DUI's, alcohol related crashes and driving infractions in the City of La Vista. The City of La Vista will provide one motorcycle police officer to work traffic enforcement full-time. The target of this project will be to reduce the incidence of speed, alcohol, youth related crashes, and provide educational traffic safety messages to adults and teens in Sarpy County. (\$ 22,000)

Traffic Records (06-30)

Provides funding to the NOHS to research and analyze Nebraska's traffic crash problems. Activities include identifying problem areas, preparing and publishing special reports and statistical information. This grant also provides a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records capabilities. Provide for cost of Traffic Records Assessment. (\$35,000)

Computer Systems Support (06-31)

Provides funding to the NOHS for maintaining, upgrading, and purchasing computer equipment or any other necessary equipment to enhance research and analysis capabilities of traffic safety issues. (\$ 10,000)

Speed / Program Coordination (06-32)

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit speed program area grants and activities.

(\$ 15,000)

Selective Overtime/Speed (06-33)

Provides funding to the NOHS to award mini-grants for selective overtime speed enforcement to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed fatal, A and B injury crashes. (\$ 60,000)

Speed Equipment (06-34)

Provides funding to the NOHS to award mini-grants to city and county law enforcement agencies to obtain new speed detection equipment which may include the purchase of speed monitoring trailers. (\$ 40,000)

Speed Public Information and Education (06-35)

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, mini-grants, and campaigns to address speed issues. Also provides funding for maintenance of program's speed monitoring trailers that are loaned to communities at no cost. (\$ 5,000)

Nebraska Safety Belt Coalition Support (06-38)

Provides funding assistance to support mini-grants to state and community coalition organizations that identify and utilize strategies to increase occupant restraint use. (\$ 75,000)

Nebraska Crash Outcome Data Evaluation System (CODES/Nebraska Health and Human Services System (06-39)

Provides funding assistance to the Nebraska Health and Human Services System to continue to coordinate the CODES project. This project will monitor the scope of highway safety problems, target countermeasures, recommend prevention strategies, and support effective approaches to highway safety and injury control by using information generated from the linked statewide crash and medical records. (\$ 71,447)

OTHER FUNDING ACTIVITY:

Section 157 Seat Belt Use Incentive

The goal of the 157 Seat Belt Use Incentive project is to increase the usage rate of child safety seats. This will be achieved by increasing the availability of child passenger safety (CPS) resources for parents/caregivers statewide and by providing up-to-date information to certified CPS instructors and technicians that serve as resources for parents/caregivers.

Section 157 Seat Belt Use Innovative

The goal of the 157 Seat Belt Use Innovative is to increase seat belt usage in the State of Nebraska. The following are the elements of this project: Statewide participant in the May and November ABC Mobilizations; a paid media campaign including "Click It or Ticket"; Pre- and Post- NHTSA approved seat belt surveys for each Mobilization; and, increased occupant restraint enforcement.

Section 163 (.08) Incentive

The goal of 163 funding is to continue funding a grant to the Nebraska Attorney General's Office to reduce the number of appeals to district court as a result of Administrative License Revocation (ALR) action taken by the Department of Motor Vehicles. (\$234,290)

The Nebraska Office of Highway Safety may provide personnel costs, instruments, training, and related equipment for law enforcement agencies. The Nebraska Department of Motor Vehicles may receive funding for System Support and Training for Administrative License Revocation and DWI.

Section 405 Occupant Protection Incentive

The goal of the 405 Occupant Protection Incentive project is to increase statewide safety belt usage. This will be achieved by conducting a "Challenge" in which law enforcement agencies compete for equipment rewards. Winners are determined by achieving the highest usage rate among jurisdictions or the largest increase in usage.

Section 410 Impaired Driving

This funding will assist in reducing crashes involving alcohol and other drugs. Funding provides equipment and training that will aid in impaired driving arrests, improve the quality and efficiency of the prosecution and adjudication of offenders, and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. The funds will be utilized to assist with the purchase of in-car video camera systems and preliminary breath testing units for Nebraska law enforcement agencies and for the training of Drug Recognition Experts.

Traffic Records Funding

Federal funds are used to adopt and implement an effective highway safety data and traffic records program. Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC), conducted Traffic Records Assessment, and has submitted a Traffic Records Strategic Plan. The TRCC meets regularly regarding the Strategic Plan goals and objectives, which are updated annually.

OJJDP (Office of Juvenile Justice and Delinquency Prevention) Combating Underage Drinking Task Force Project

Funding for this activity involves Nebraska enforcing underage drinking laws program activity. Project Extra Mile is a non-profit community coalition organization, which was established as a model program to reduce underage drinking and its related community impact in the Omaha metropolitan area. Project Extra Mile experience with the issues involving enforcing underage drinking laws and the methods of implementing community action to successfully achieve goals and objectives. (OJJDP Funding)

Motorcycle Rider Training

NOHS is responsible for the administering the state's Motorcycle Safety Education Act, which includes approving motorcycle rider training courses, certifying instructors, chief instructors, and reimbursing approved course providers for successful trainees. Funding provided by motorcycle cash fund.

IV. NEBRASKA CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments

49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

23 CFR Chapter II (§§1200, 1205, 1206,1250, 1251, & 1252) Regulations governing highway safety programs

NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw-down privileges);

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR Part 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of

1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

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

Buy American Act

The State will comply with the provisions of the Buy American Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase

of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certification Regarding Federal Lobbying:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

Restriction on State Lobbying:

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

Certification Regarding Debarment and Suspension:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing

- the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
 3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause of default.
 4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
 5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
 6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
 7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
 8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart, 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
 9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participant in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

Environment Impact:

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 highway safety

planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500 – 1517).



Fred E Zwonechek, Administrator/
Nebraska Office of Highway Safety
Nebraska Department of Motor Vehicles

9/2/05

Date

U.S. Department of Transportation
 National Highway Traffic Safety Administration
 Federal Highway Administration

SECTION 402 OBLIGATION COST SUMMARY

August 15, 2005

2006-HSP-1

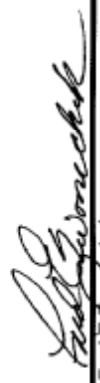
State: Nebraska

Program Area	Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
*PA-06-01-00-00	129,000.00	129,000.00 *	0.00	0.00	0.00	0.00
AL-06-02-00-00	757,499.00	230,796.00	0.00	0.00	0.00	575,499.00
OP-06-03-00-00	229,390.00	65,494.00	0.00	0.00	0.00	129,390.00
PT-06-04-00-00	100,000.00	0.00	0.00	0.00	0.00	70,000.00
**TR-06-05-00-00	116,447.00	125,600.88 **	0.00	0.00	0.00	71,447.00
IS-06-06-00-00	255,000.00	0.00	0.00	0.00	0.00	0.00
SC-06-07-00-00	20,000.00	0.00	0.00	0.00	0.00	0.00
SE-06-08-00-00	209,000.00	48,500.00	0.00	0.00	0.00	191,000.00
14+ TOTAL NHTSA	1,816,336.00	599,390.88	0.00	0.00	0.00	1,037,336.00

*Soft Match of \$4,000 is included in State/Local Funds amount.

**Soft Match of \$109,126.88 is included in State/Local Funds amount.

Division has over 9 million available to use as matching funds. (DMV's Driver Services, Cash & General Funds)


 Fred E. Zworofchek
 Administrator

8/15/05
 Date

Nebraska Office of Highway Safety