



*Nebraska State Capitol, Lincoln, Nebraska  
By: J. Bailey*

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

October 1, 2006 - September 30, 2007

## **Nebraska Office of Highway Safety**

c/o Nebraska Department of Motor Vehicles

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Nebraska Office of



# **STATE OF NEBRASKA**

## **"Performance-Based" Strategic Traffic Safety Plan**

**October 1, 2006  
through  
September 30, 2007**

**David Heineman, Governor  
Beverly Neth, Director/Governor's Highway Safety Representative  
Fred E Zwonechek, Administrator  
Nebraska Department of Motor Vehicles**

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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 2007 (FY07) 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 FY2007. Additional sections provide the required federal Certifications and Assurances (IV) and include the FY2007 Section 402 Obligation Cost Summary (V).

In addition to "402" funds, additional funding targets the following specific traffic safety issues:

- Section 157 Incentive goal is to increase the usage of child safety seats.
- 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.
- Section 408 Data Program for Traffic Safety Information System Improvement will be used to improve the State data systems linking medical, roadway and economic data.
- Section 410 Impaired Driving will fund equipment and training to reduce alcohol and other drug involvement in traffic crashes.
- Section 1906 Grant Program to Prohibit Racial Profiling incentive grant will help to enforce laws prohibiting the use of racial profiling in the enforcement of traffic laws.
- Section 2010 Motorcycle Safety Incentive grant program provide materials for a motorcycle awareness program to reduce motorcycle crashes.
- The U.S. Department of Justice provides funding to enforce the laws on underage drinking problem through community coalition groups.

- Motorcycle Safety Education Act is administered by NOHS to provide 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 Prevention Center for Alcohol and Drug Abuse,  
Nebraska Safety Council, Inc.,  
University of Nebraska – Kearney Safety Center, etc.;  
University of Nebraska – Lincoln,

Professional associations:

Nebraska County Attorney's Association,  
Nebraska Trucking Association,  
Police Officer's Association of Nebraska,  
Nebraska Sheriff's 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 FY2007 problem identification process, the NOHS has elected to review

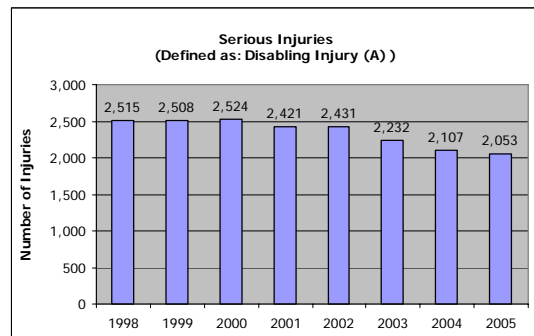
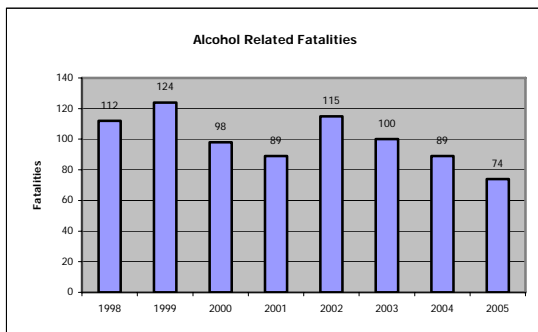
overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information. Calendar year data are being utilized.

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 24 priority counties, representing 80% 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 CY2002 - 2005			
	1998	1999	2000	2001	2002	2003	2004	2005
Fatalities (F)	315	295	276	246	307	293	254	276
Serious Injuries (Defined as: Disabling Injury (A) )	2,515	2,508	2,524	2,421	2,431	2,232	2,107	2,053
Fatalities & Serious Injuries Combined (F/A)	2,830	2,803	2,800	2,667	2,738	2,525	2,361	2,329
Vehicles Miles (Millions)	17,219	17,570	17,637	17,940	18,281	18,592	18,630	18,938
Fatality Rate/(100 million VMT)	1.8	1.7	1.6	1.4	1.7	1.6	1.4	1.4
Fatality & Serious Injury Rate / (100 million VMT)	16.4	16.0	15.9	14.9	15.0	13.6	12.7	12.3
Population	1,636,885	1,674,074	1,711,263	1,711,263	1,711,263	1,711,263	1,738,189	1,747,214
Fatality Rate /100K Population	19.2	17.6	16.1	14.4	17.9	17.1	14.6	15.8
Fatality & Serious Injury Rate /100K Population	172.9	167.4	163.6	155.8	160.0	147.6	135.8	133.3
Alcohol Related Fatalities	112	124	98	89	115	100	89	74
Alcohol Related Fatalities as a Percentage of All Fatalities	35.6%	42.0%	35.5%	36.2%	37.5%	34.1%	35.0%	26.8%
Alcohol Related Fatality Rate /( 100 million VMT)	0.65	0.71	0.56	0.50	0.63	0.54	0.48	0.39
Percent of Population Observed Using Safety Belts*	65.1%	67.9%	70.5%	70.2%	69.6%	76.1%	79.2%	79.2%
Percent of unbelted drivers and occupants seriously injured or killed in a crash	56.9%	56.3%	52.6%	55.6%	54.8%	45.7%	54.0%	52.1%

\*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% (5,321) in 2007.

The FY2007 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% (605).

#### **2. Occupant Restraint Use**

The goal is to increase the occupant restraint usage to 85.2%.

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

The goal is to reduce **Speed Related Fatal, A and B Injury Crashes** by 4% (539).

#### **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% (1,887).

#### **5. All Other Factors**

The goal is to reduce **All Other Factors Fatal, A and B Injury Crashes** (Minus Alcohol and Speed) by 4% (4,177).

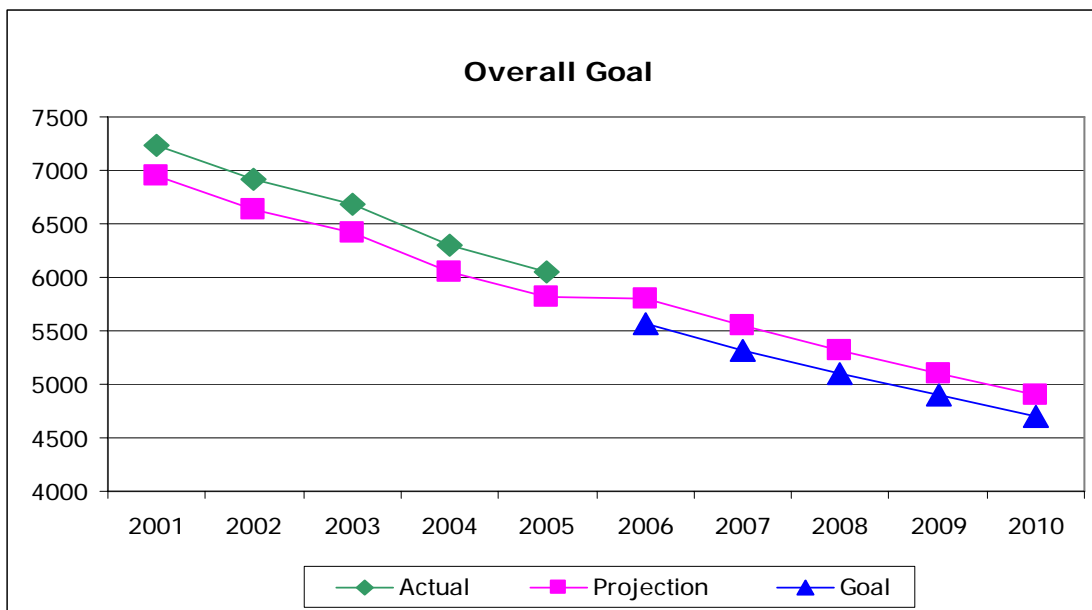
\*2002 changes made to Database affected speed related crash data



## Overall Goal

The goal is to reduce **Fatal, A and B Injury Crashes** by 4% (5,321) in 2007.

Fiscal Year	Actual	Projection	Goal
2001	7,237		
2002	6,916		
2003	6,682		
2004	6,305		
2005	6,051	5,809	
2006		5,779	
2007		5,543	5,321
2008		5,320	5,107
2009		5,106	4,902
2010		4,902	4,706



**Actual** - known data;

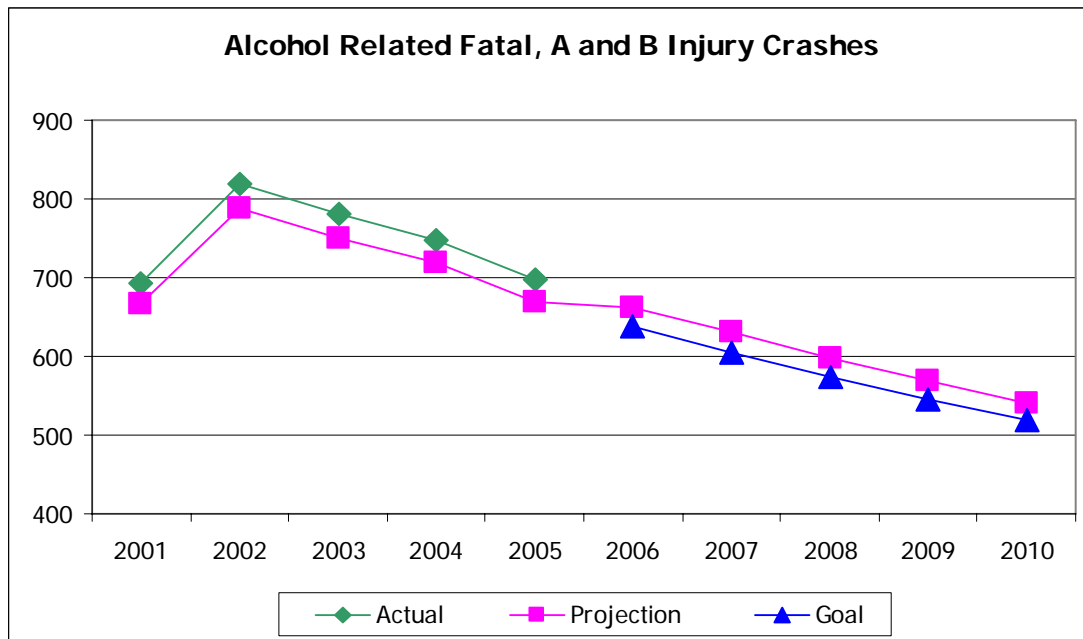
**Projection** – trend analysis or advance estimate based on known data;

**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% (605).

Fiscal Year	Actual	Projection	Goal
2001	694		
2002	820		
2003	781		
2004	748		
2005	698	670	
2006		663	
2007		630	605
2008		597	573
2009		568	545
2010		541	519



**Actual** - known data;

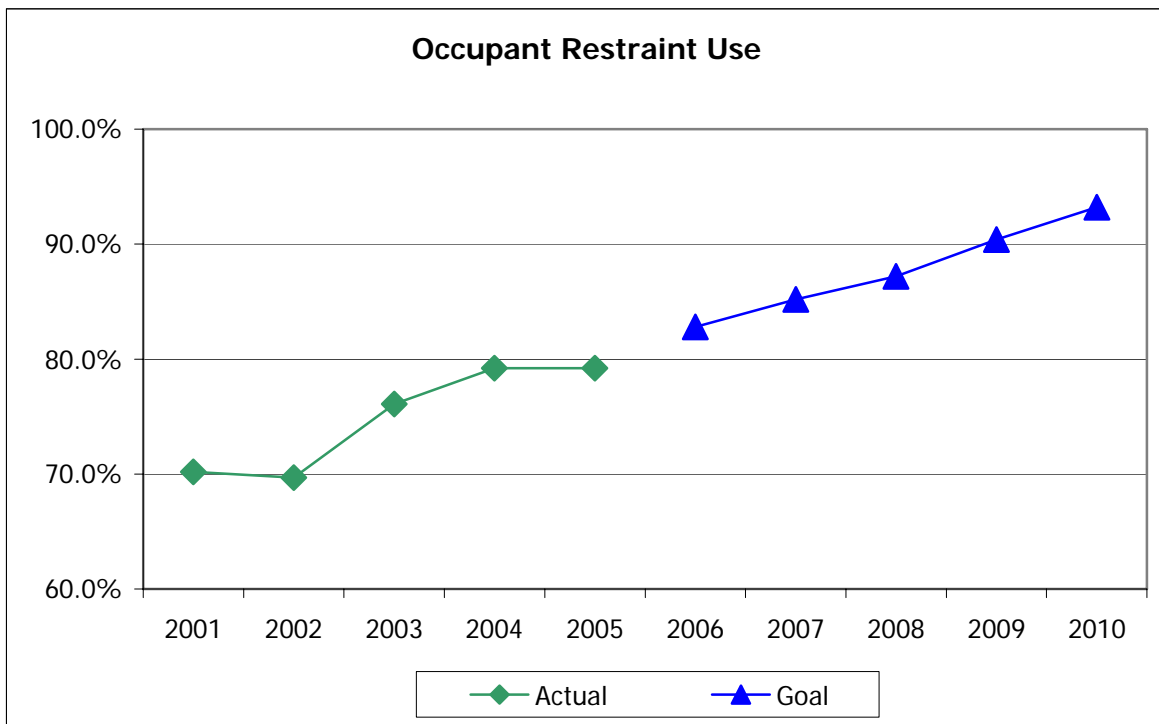
**Projection** – trend analysis or advance estimate based on known data;

**Goal** - overall expected performance outcome

## 2. Occupant Restraint Use

The goal is to increase the occupant restraint usage to 85.2%.

Fiscal Year	Actual	Goal
2001	70.2%	
2002	69.7%	
2003	76.1%	
2004	79.2%	
2005	79.2%	
2006		82.8%
2007		85.2%
2008		87.4%
2009		90.4%
2010		93.2%



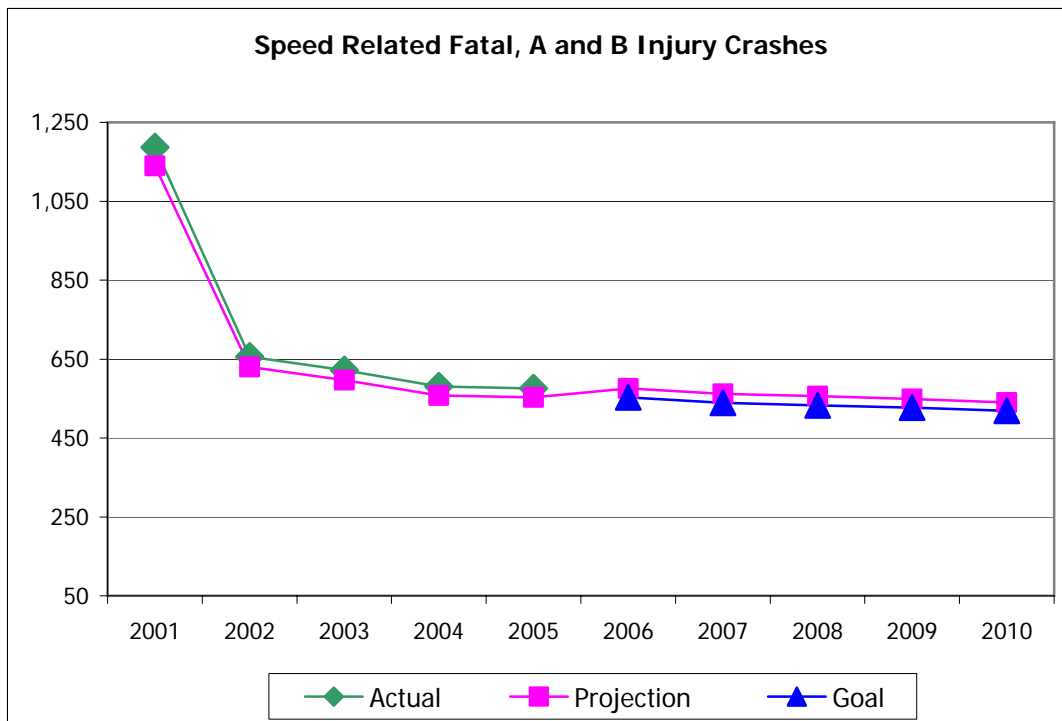
**Actual** - known data;

**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% (539).

Fiscal Year	Actual	Projection	Goal
2001	1,187		
2002*	656		
2003	622		
2004	581		
2005	576	553	
2006		576	
2007		562	539
2008		556	533
2009		549	527
2010		540	519



**Actual** - known data;

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

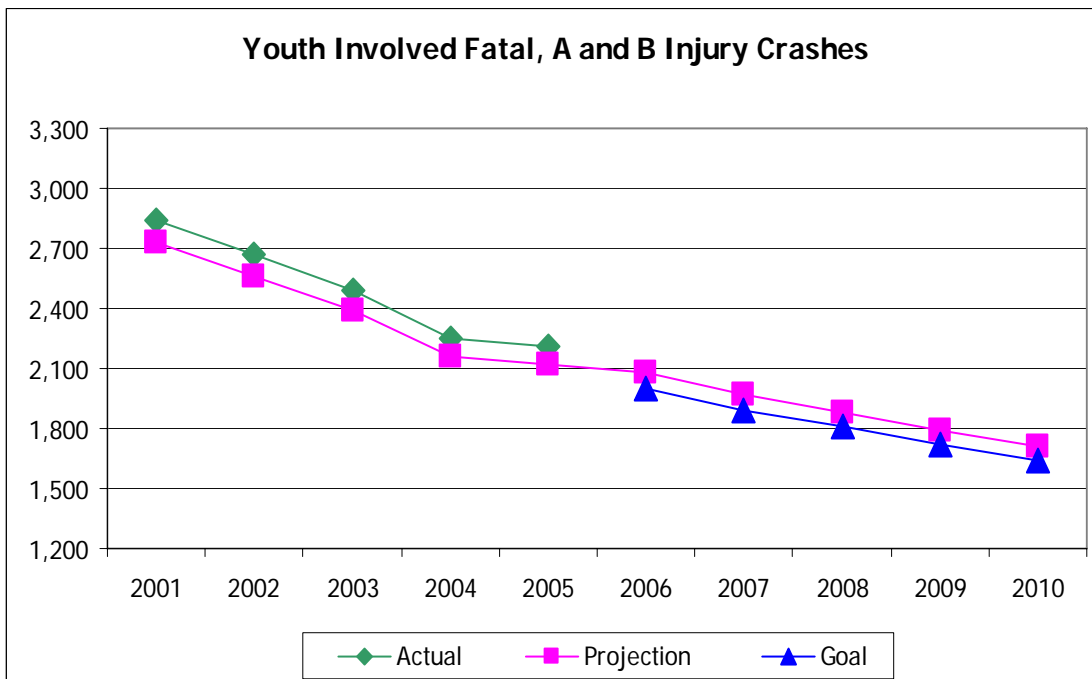
**Goal** - overall expected performance outcome

\*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% (1,887).

Fiscal Year	Actual	Projection	Goal
2001	2,841		
2002	2,672		
2003	2,486		
2004	2,253		
2005	2,207	2,119	
2006		2,079	
2007		1,966	1,887
2008		1,882	1,807
2009		1,790	1,718
2010		1,706	1,638



**Actual** - known data;

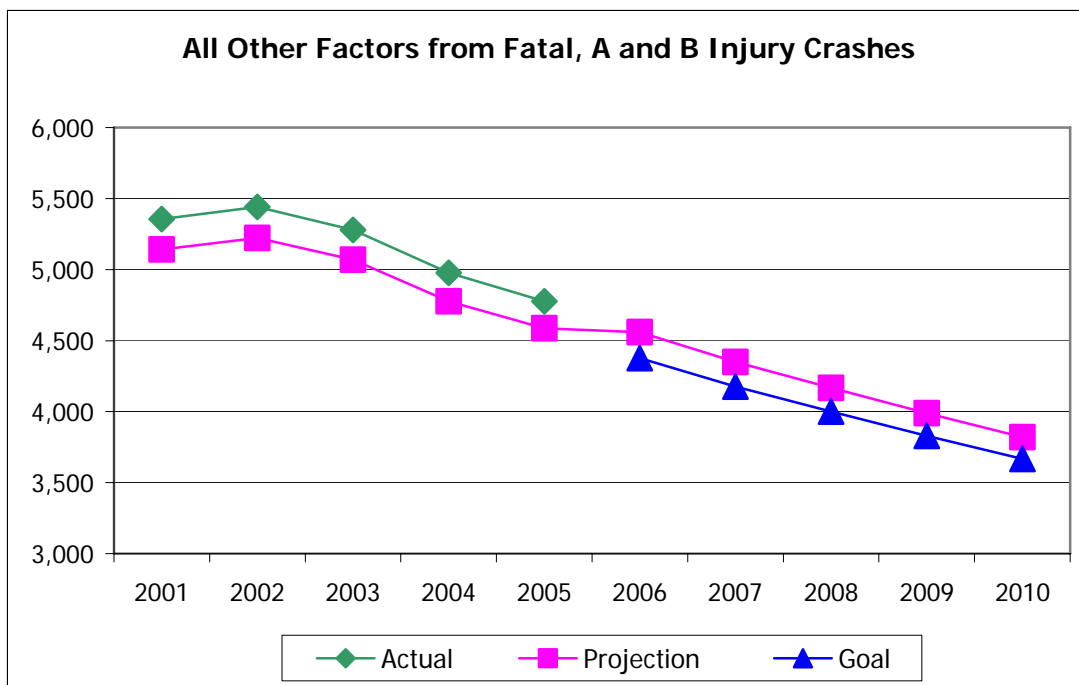
**Projection** – trend analysis or advance estimate based on known data;

**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% (4,177).

Fiscal Year	Actual	Projection	Goal
2001	5,356		
2002	5,440		
2003	5,279		
2004	4,976		
2005	4,777	4,586	
2006		4,559	
2007		4,351	4,177
2008		4,167	4,001
2009		3,989	3,829
2010		3,821	3,668



**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 FY2007 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

<b>Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths</b>			
<b>(Based on Calendar Year Fatality Data)</b>			
<b>Age Group</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
0 thru 5	586	448	307
6 thru 10	350	217	65
11 thru 15	658	997	625
16 thru 20	2,632	2,112	2,375
21 thru 25	1,887	1,729	1,928
26 thru 30	1,125	509	934
31 thru 35	679	396	693
36 thru 40	1,001	347	487
41 thru 45	512	791	585
46 thru 50	768	588	512
51 thru 55	337	357	491
56 thru 60	206	204	283
61 thru 65	109	133	181
66 thru 70	43	24	64
71 thru 75	48	45	11
76 thru 80	13	12	8
<b>Total</b>	<b>10,954</b>	<b>8,909</b>	<b>9,549</b>

Based on Nebraska Life Expectancy Estimate of 80 Years for Females and 73 Years for Males

Last Date Modified: July 10, 2006



## Nebraska Priority Counties for FY2007

NEBRASKA PRIORITY COUNTIES FOR FY2007										
COUNTY CRASH RATE compared to STATE CRASH RATE										
PER 100 MILLION MILES										
Congressional District	County	FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2005 Population*	
Three	Adams	96	42.86	6.25	4.91	14.73	59.82	68.8%	30,913	
Three	Buffalo	184	31.45	3.93	3.08	11.45	47.35	62.5%	43,406	
One	Cass	83	21.50	4.15	4.66	7.25	24.35	64.4%	25,671	
Three	Cheyenne	45	21.13	1.41	4.23	4.69	27.23	72.2%	9,902	
Three	Custer	45	29.03	4.52	4.52	8.39	33.55	46.9%	11,515	
One	Dakota	45	24.86	2.21	1.10	7.18	40.33	66.7%	20,612	
Three	Dawson	79	17.95	2.05	2.50	2.95	19.09	54.0%	24,532	
One	Dodge	159	48.04	4.83	3.93	12.69	75.23	72.6%	36,066	
Two	Douglas	1,648	39.65	4.69	1.64	12.61	69.06	71.1%	482,112	
One	Gage	95	39.75	4.60	5.86	14.23	56.49	62.1%	23,436	
Three	Hall	223	36.14	4.70	4.38	12.16	56.73	62.5%	54,862	
Three	Hamilton	46	15.97	2.43	2.43	4.17	23.96	70.2%	9,484	
Three	Keith	43	13.35	1.24	3.11	2.80	14.29	75.6%	8,401	
One	Lancaster	997	44.47	3.30	2.77	14.81	72.26	80.5%	261,545	
Three	Lincoln	175	29.31	4.19	2.85	10.39	41.37	57.9%	34,979	
One	Madison	117	41.64	1.78	3.91	17.79	65.12	70.9%	35,752	
One	Otoe	53	24.42	2.30	3.69	6.45	29.95	59.1%	15,488	
Three	Platte	111	39.50	3.91	3.91	16.01	62.99	78.5%	31,245	
One/Two	Sarpy	352	31.86	3.17	2.08	12.76	54.66	76.4%	135,973	
One	Saunders	62	28.44	2.75	6.42	6.88	33.03	60.6%	20,344	
Three	Scotts Bluff	131	43.81	8.03	3.68	12.04	64.55	59.5%	36,631	
One	Seward	76	19.95	2.36	2.36	6.30	25.20	68.6%	16,656	
One	Washington	63	34.05	5.41	5.41	11.89	40.54	63.1%	19,605	
Three	York	63	17.70	0.84	2.81	5.62	20.79	65.6%	14,228	
<b>24 County Population</b>										1,403,358
<b>Statewide</b>		<b>6,051</b>	<b>32.17</b>	<b>3.71</b>	<b>3.09</b>	<b>10.47</b>	<b>48.84</b>	<b>68.0%</b>	<b>1,747,214</b>	

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

Data taken off 2005 Standard Summaries, Fatal, A / B Injuries, Statewide and County 8/2/06

\*The Directory of County Official in Nebraska 2006



## NEBRASKA STATE MOTOR VEHICLE CRASH DATA

	2003	2004	2005
POPULATION	1,737,475	1,747,214	1,747,214
LICENSED DRIVERS	1,342,147	1,347,071	1,350,983
REGISTERED VEHICLES	2,040,703	2,059,553	2,101,545
VEHICLE MILES (MILLIONS)	18,592	18,630	18,938
FATALITY RATE (MILLIONS)	1.6	1.4	1.4
FATAL CRASHES	257	229	238
FATALITIES	293	254	276
A & B** INJURY CRASHES	6,425	6,076	5,813
A & B** INJURIES	8,652	8,098	7,830
ALCOHOL RELATED FATAL CRASHES	100	81	74
ALCOHOL RELATED FATALITIES	115	89	81
ALCOHOL RELATED A & B** INJURY CRASHES	941	667	933
ALCOHOL RELATED A & B** INJURIES	1,442	1,078	1,405
DRIVING UNDER INFLUENCE (DUI) ARRESTS TOTALS #	13,415	14,148	14,525
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	10,639	11,016	11,357
SAFETY BELT CONVICTIONS##	8,062	6,398	6,841
CHILD RESTRAINT CONVICTIONS##	2,063	1,854	1,715
OBSERVED CHILD RESTRAINT USE	86.2%	87.7%	84.3%
REPORTED RESTRAINT USE### (Fatal, A & B)	65.8%	66.6%	68.0%
OBSERVED RESTRAINT USE	76.1%	79.2%	79.2%
SPEEDING CONVICTIONS##			
COUNTY/STATE	45,439	43,624	40,500
MUNICIPAL	27,489	24,865	30,152
INTERSTATE	8,708	10,066	11,262
TOO FAST FOR CONDITIONS	272	276	317
<b>TOTAL SPEED CONVICTIONS</b>	<b>81,908</b>	<b>78,831</b>	<b>82,231</b>

\*\* 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, 6/6/2006

## NEBRASKA YOUTH DRIVERS CRASH DATA (Age 16 thru 20)

	2003	2004	2005
LICENSED DRIVERS (Age 16 - 20)	126,949	124,683	122,068
FATAL CRASHES	56	51	46
FATALITIES	69	59	53
A & B** INJURY CRASHES	2,209	1,989	1,924
A & B** INJURIES	3,099	2,750	2,720
ALCOHOL RELATED FATAL CRASHES	18	21	14
ALCOHOL RELATED FATALITIES	21	28	16
ALCOHOL RELATED A & B** INJURY CRASHES	186	156	157
ALCOHOL RELATED A & B** INJURIES	288	233	265
<b>TOTAL ARRESTS UNDER AGE 18:</b>			
DRIVING UNDER INFLUENCE (DUI)	371	348	300
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,514	2,158	2,426
DUI CONVICTIONS ##	1,178	1,181	1,150
.02 CONVICTIONS ##	59	53	43
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	554	602	694
SAFETY BELT CONVICTIONS ##	2,241	1,627	1,664
CHILD RESTRAINT CONVICTIONS ##	201	185	168
REPORTED RESTRAINT USE ###	61.5%	66.4%	67.3%
<b>SPEEDING CONVICTIONS ##</b>			
COUNTY/STATE	8,672	7,768	6,910
MUNICIPAL	6,077	5,268	6,114
INTERSTATE	1,822	1,960	2,039
TOO FAST FOR CONDITIONS	100	89	90
<b>TOTAL SPEED CONVICTIONS</b>	<b>16,671</b>	<b>15,085</b>	<b>15,153</b>

\*\* 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 2005)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	18	218	761	997	3	HALL	13	54	156	223
1	DODGE	8	48	103	159	3	BUFFALO	5	55	124	184
1	MADISON	2	27	88	117	3	LINCOLN	9	45	121	175
1	GAGE	8	21	66	95	3	SCOTTS BLUFF	7	41	83	131
1	CASS	6	27	50	83	3	PLATTE	4	24	83	111
1	SEWARD	4	22	50	76	3	ADAMS	7	19	70	96
1	WASHINGTON	4	20	39	63	3	DAWSON	3	24	52	79
1	SAUNDERS	5	7	50	62	3	YORK	2	21	40	63
1	OTOE	5	20	28	53	3	HAMILTON	2	14	30	46
1	DAKOTA	5	14	26	45	3	CHEYENNE	3	15	27	45
1-3	CEDAR	1	7	21	29	3	CUSTER	2	13	30	45
1	WAYNE	1	8	20	29	3	KEITH	6	11	26	43
1	BUTLER	1	4	20	25	3	RED WILLOW	2	10	22	34
1	CUMING	1	13	11	25	3	SALINE	1	7	25	33
1	COLFAX	1	5	18	24	3	BOX BUTTE	3	6	23	32
1	RICHARDSON	2	12	10	24	3	JEFFERSON	2	10	20	32
1	NEMAHA	2	10	11	23	3	HOLT	4	10	17	31
1	BURT	3	8	11	22	3	PIERCE	2	8	21	31
1	THURSTON	3	4	10	17	3	DAWES	1	9	20	30
1	DIXON	2	6	6	14	3	ANTELOPE	0	6	23	29
1	STANTON	2	5	6	13	3	PHELPS	0	8	21	29
1	JOHNSON	2	3	5	10	3	HOWARD	2	8	18	28
1	PAWNEE	0	5	2	7	3	KEARNEY	3	10	15	28
	TOTAL	86	514	1,412	2,012	3	MERRICK	3	13	12	28
						3	FILLMORE	2	7	15	24
						3	THAYER	0	10	14	24
						3	SHERIDAN	0	10	13	23
						3	POLK	0	6	16	22
						3	VALLEY	2	9	11	22
						3	CHERRY	1	15	4	20
DIST.	COUNTY	FATAL	A *	B *	TOTAL	3	KNOX	0	4	16	20
2	DOUGLAS	34	388	1,226	1,648	3	BOONE	2	7	10	19
1-2	SARPY	3	96	253	352	3	CLAY	1	4	12	17
	TOTAL	37	484	1,479	2,000	3	WEBSTER	0	5	12	17
						3	MORRILL	2	2	10	14
						3	DEUEL	5	3	5	13
						3	NUCKOLLS	0	4	9	13
						3	HITCHCOCK	0	3	9	12
						3	KIMBALL	0	6	6	12
						3	NANCE	0	6	6	12
						3	BROWN	0	6	5	11
						3	SHERMAN	0	2	9	11
						3	DUNDY	1	3	6	10
						3	FRONTIER	0	4	6	10
						3	FURNAS	3	2	5	10
						3	GREELEY	0	2	7	9
STATE TOTAL		238	1,584	4,229	6,051	3	HARLAN	1	3	5	9
						3	GOSPER	1	2	5	8
						3	FRANKLIN	1	2	4	7
						3	PERKINS	2	0	5	7
						3	LOGAN	0	2	4	6
						3	CHASE	0	3	2	5
						3	HAYES	0	1	4	5
						3	LOUP	0	3	2	5
						3	SIOUX	1	2	2	5
						3	ARTHUR	1	0	3	4
						3	BOYD	0	1	3	4
						3	GARDEN	1	2	1	4
						3	GARFIELD	0	1	3	4
						3	ROCK	0	1	3	4
						3	BANNER	0	0	3	3
						3	HOOVER	1	0	2	3
						3	BLAINE	0	0	2	2
						3	KEYA PAHA	1	0	0	1
						3	THOMAS	0	1	0	1
						3	WHEELER	0	1	0	1
						3	GRANT	0	0	0	0
						3	MCPHERSON	0	0	0	0
							TOTAL	115	586	1,338	2,039

\* INJURY SEVERITY CODES  
A = Disabling Injury  
B = Visible, but not disabling injury

## 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	SALUNDERS	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	CLUSTER	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
	<b>TOTAL</b>	<b>59</b>	<b>572</b>	<b>1,516</b>	<b>2,147</b>	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
						3	KEARNEY	2	8	11	21
						3	HOWARD	5	4	11	20
2	DOUGLAS	29	425	1,266	1,720	3	MORRILL	1	5	12	18
1 - 2	SARPY	9	79	255	343	3	VALLEY	3	3	11	17
	<b>TOTAL</b>	<b>38</b>	<b>504</b>	<b>1,521</b>	<b>2,063</b>	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
<b>STATE TOTAL</b>		<b>229</b>	<b>1,640</b>	<b>4,436</b>	<b>6,305</b>	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
						3	BLAINE	1	2	1	4
						3	ROCK	0	2	2	4
						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
							<b>TOTAL</b>	<b>132</b>	<b>564</b>	<b>1,399</b>	<b>2,095</b>

\* INJURY SEVERITY CODES  
A = Disabling Injury  
B = Visible, but not disabling injury

## 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	SCOTT'S 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	PHIELPS	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
	<b>TOTAL</b>	<b>96</b>	<b>613</b>	<b>1,581</b>	<b>2,290</b>	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
<b>DIST.</b>	<b>COUNTY</b>	<b>FATAL</b>	<b>A *</b>	<b>B *</b>	<b>TOTAL</b>	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
	<b>TOTAL</b>	<b>36</b>	<b>496</b>	<b>1,618</b>	<b>2,150</b>	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
<b>STATE TOTAL</b>		<b>257</b>	<b>1,715</b>	<b>4,710</b>	<b>6,682</b>	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	STIOUX	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
							<b>TOTAL</b>	<b>125</b>	<b>606</b>	<b>1,511</b>	<b>2,242</b>

## **402 HIGHWAY SAFETY PROJECTS FOR FY2007/ OTHER FUNDING ACTIVITY**

The Nebraska Office of Highway Safety (NOHS) has designated its Section 402 Highway Safety funds for Federal Fiscal Year 2007 (October 1, 2006 - September 30, 2007) to 32 projects. This listing provides a brief description of the projects. While there are 32 projects, an expected total of more than 350 individual projects will result from the mini-grant contract awards. A total of \$1,992,978 has been allocated for Fiscal Year 2007.

### **Planning and Administration (07-1)**

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. (\$160,000)

### **Auditing (07-2)**

Provides funding to the NOHS for the cost of auditing all FY2006 projects. Audits are performed by the Auditor of Public Accounts. (\$4,000)

### **Occupant Protection/Program Coordination (07-3)**

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. (\$80,000)

### **Occupant Protection/Public Information and Education (07-4)**

Provides the NOHS with funding for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased safety restraint use. (\$55,000)

### **Brief Intervention Program/University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse (07-5)**

Funding will expand the University of Nebraska's customizable brief alcohol intervention program for use by the colleges of the Nebraska Collegiate Consortium to Reduce High Risk Drinking. Customized brief alcohol interventions have been shown to be an effective part of programs to reduce high risk drinking, driving, and riding with drivers who have been drinking. By the end of this project students attending at least eight of Nebraska's state supported higher education institutions will be using the customized web based brief interventions for their colleges. (\$61,745)

### **Nebraska Collegiate Consortium to Reduce High Risk Drinking/University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse (07-6)**

Provides funding to further the development of the Nebraska Collegiate Consortium to Reduce High Risk Drinking project. This funding will provide technical assistance to support the implementation of strategic plans for 12 colleges. Efforts will be made to develop a consortium web page to facilitate information sharing; monthly technical assistance calls and will publish a monthly newsletter. (\$57,876)

### **Traffic Enforcement West Grant/Cass County Sheriff's Office (07-7)**

Funding will be provided for the utilization of a patrol vehicle and a deputy for one year to assist in the reduction of DUI's, alcohol related crashes and driving infractions in Cass County. The target of this project will be to reduce the incidence of speed, alcohol, youth related crashes, and provide



educational traffic safety messages on the use of safety belts to adults and teens in Cass County. (\$87,000)

**Trauma Outreach Injury Prevention Project/Good Samaritan Hospital Foundation (07-8)**

Funding will be provided to Good Samaritan Hospital Foundation to continue 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, and other Priority counties. (\$10,035)

**Alcohol/Program Coordination (07-9)**

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. (\$85,000)

**Alcohol/Public Information and Education (07-10)**

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. (\$35,000)

**Alcohol Equipment Support/BAT mobile (07-11)**

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 Mobile Vehicle. The mobile vehicle is loaned to law enforcement agencies at no cost to assist in impaired driving enforcement and education efforts. (\$20,000)

**Selective Overtime/Alcohol (07-12)**

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 (07-13)**

Funding will be provided to MADD Nebraska to focus on ensuring successful prosecution DWI arrests and reduce unwarranted dismissals in for target counties: Adams, Gage, Hall, Lancaster, Saline, and Saunders. 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. (\$50,795)

**International Driving Program/Integration and Welfare for Communities (07-14)**

Provides funding assistance for the start up and development of the International Driving Program. This program will target under privileged, partial or non-English speaking immigrants to offer practical training with behind the wheel instruction. The goal is to help impact the skills of the refugee student drivers in order to help reduce collisions, injuries and injury crashes. (\$15,700)

**Project Night Life/Omaha Police Department (07-17)**

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. (\$70,162)

**Youth Public Information and Education (07-19)**

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 (07-20)**

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 document scanner will be used to digitally scan, store and deliver DWI police reports to defense attorney's quickly. (\$61,800)

**Youth/Program Coordination (07-21)**

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. (\$55,000)

**Traffic Safety/Program Coordination (07-23)**

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 (07-24)**

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). (\$30,000)

**Traffic Training (07-25)**

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. (\$85,000)

**Traffic Enforcement Training (07-26)**

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, Standard Field Sobriety Testing, In-Car Video courses, and Accident Investigation (3 levels – Intermediate, Advanced, and Technical). The newly developed interactive computer based CD training course in radar recertification will be distributed to law enforcement agencies. This project also provides assistance to NOHS in the presentation of the DRE (Drug Recognition Expert) training. (\$69,200)

**Selective Overtime/Traffic (07-27)**

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. (\$150,000)

**Merrick County MoVeS (Motor Vehicle Safety)/Central Nebraska Community Services, Inc. (07-28)**

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. (\$12,665)

**La Vista Police Motorcycle Project/City of La Vista Police Department (07-29)**

Funding will be provided for the utilization of all motorcycle and associated equipment 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 four police officers 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 (07-30)**

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. (\$20,000)

**Computer Systems Support (07-31)**

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

**Speed / Program Coordination (07-32)**

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. (\$25,000)

**Selective Overtime/Speed (07-33)**

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. (\$50,000)

**Speed Equipment (07-34)**

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 (07-35)**

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 (07-38)**

Provides funding assistance to support mini-grants to state and community coalition organizations that identify and utilize strategies to increase occupant restraint use. (\$85,000)

## **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 163 (.08) Incentive**

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 408 Data Program for Traffic Safety Information System Improvement**

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). The state 408 Traffic Records Strategic Plan has proposed 16 grants in the original submission. A traffic records assessment was completed in August 2006. The 408 plan could change as a result of recommendations from the assessment.

### **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.

### **Section 1906 Prohibit Racial Profiling**

Section 1906 Grant Program to Prohibit Racial Profiling incentive grant will help to enforce laws prohibiting the use of racial profiling in the enforcement of traffic laws.

### **Section 2010 Motorcycle Safety**

Section 2010 is a new program of incentive grants to reduce the number of single and multi-vehicle crashes involving motorcycles. This will involve a motorcyclist awareness program with specific countermeasures to reduce impaired motorcycle operation.

### **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 Administrative 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 percent 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 by 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 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 convicted --
  1. Taking appropriate personnel action against such an employee, up to and including termination.
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- 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 America Act**

The State will comply with the provisions of the Buy America 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 participation 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.
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 participation in this transaction, in addition to other remedies available to

the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

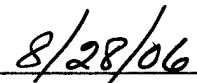
**Certification Regarding Debarment, Suspension, Ineligibility And Voluntary Exclusion -- Lower Tier Covered Transactions:**

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 participant shall attach an explanation to this proposal.

**Environmental Impact:**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 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

  
\_\_\_\_\_  
Date

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

SECTION 402 OBLIGATION COST SUMMARY

State: Nebraska

2007-HSP-1

October 1, 2006

Program Area	Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
*PA-07-0 1-00-00	164,000.00	164,000.00 «	0.00	164,000.00	164,000.00	0.00
AL-07-02-00-00	936,378.00	471,388.00	0.00	936,378.00	936,378.00	700,878.00
OP-07-03-00-00	242,700.00	52,010.00	0.00	242,700.00	242,700.00	107,700.00
PT-07-04-00-00	150,000.00	0.00	0.00	150,000.00	150,000.00	105,000.00
**TR-07-05-00-00	30,000.00	0.00 »»	0.00	30,000.00	30,000.00	0.00
DE-07-06-00-00	15,700.00	89,254.00	0.00	15,700.00	15,700.00	15,700.00
IS-07-07-00-00	265,000.00	0.00	0.00	265,000.00	265,000.00	0.00
SC-07-08-00-00	30,000.00	0.00	0.00	30,000.00	30,000.00	0.00
SE-07-09-00-00	159,200.00	46,335.00	0.00	159,200.00	159,200.00	144,200.00
14+ TOTAL NHTSA	1,992,978.00	822,987.00	0.00	1,992,978.00	1,992,978.00	1,073,478.00

<sup>1</sup>Soft Match of \$4,000 is included in State/Local Funds amount.

<sup>\*\*</sup>Soft Match of \$-0- 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)

 8/28/06  
 Date

Fred E Zwonczek  
 Administrator  
 Nebraska Office of Highway Safety