Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

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<th>Highway Safety Plan Name:</th>
<th>NEBRASKA - Highway Safety Plan - FY 2019</th>
</tr>
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<tbody>
<tr>
<td>Application Version:</td>
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INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

<table>
<thead>
<tr>
<th>Grant Description</th>
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<tr>
<td>S. 405(b) Occupant Protection</td>
<td>Yes</td>
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<td>S. 405(c) State Traffic Safety Information System Improvements</td>
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<td>S. 405(d) Impaired Driving Countermeasures</td>
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<td>S. 405(d) Alcohol-Ignition Interlock Law:</td>
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<td>S. 405(d) 24-7 Sobriety Programs:</td>
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<td>S. 405(e) Distracted Driving:</td>
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<td>S. 405(f) Motorcyclist Safety Grants:</td>
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<td>S. 405(g) State Graduated Driver Licensing Incentive:</td>
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<td>S. 1906 Racial Profiling Data Collection:</td>
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Submission Deadline (EDT): 7/9/2018 11:59 PM

2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

INTRODUCTION

Mission Statement

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

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

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

The Director of the NDOT as the designated Governor is Highway Safety Representative, while the HSO Administrator fulfills the role of the state’s coordinator of the activity.

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

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

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

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

The HSO is a federal grant program Section of the Division of Traffic Engineering within the NDOT. The federal fiscal year runs from the period of October 1 through September 30. The HSO is submitting the fiscal year 2019 (FY2019) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects by Program Area for FY2019, additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

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

- **Section 402 State Highway Safety Program Grant** priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.

  - **Section 405 Application (23 U.S.C. 405)**
    - **Occupant Protection Grant** (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and overtime awards for law enforcement agencies.
    - **State Traffic Safety Information System Improvements Grant** (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
    - **Impaired Driving Countermeasures Grant** (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
    - **Motorcyclist Safety Grant** (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.
Maintenance of Effort (MOE) Requirement

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

Nebraska’s most recent MOE calculation (FY2017) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2014 and 2015, as was the requirement at the time of submission under MAP 21. On March 12, 2018, HSO submitted the State’s FY2017 MOE, as required, to NHTSA. On March 12, 2018, the Nebraska FY2017 MOE Summary Calculations were accepted by NHTSA.

Legislation

During the years 2015-2018, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

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

State Demographic Analysis

Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,920,076 on July 1, 2017, a 5.1% increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 88.9 percent of the population is white, 5 percent black and 10.7 percent Hispanic. According to the Census, 24.8 percent of the population is under 18 years of age, 53.2 percent is between the ages of 18 and 65 and more than 15 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2017, there were 1,450,479 licensed drivers and 2,503,163-registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 15 daily and 152 weeklies newspapers, electronic media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

- Highway Safety Planning Process

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

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

HSP Flowchart
The program, project, and activity selection is the responsibility of the HSO professional staff. Information from a variety of data sources is utilized. An evaluation criteria format is used to determine how individual applications compare. These comparisons and ratings are used to make final funding determinations.
Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

**Highway Safety Partnerships**

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

- Nebraska Supreme Court (Administrative Office of the Courts & Probation),
- Nebraska Department of Transportation,
- Nebraska Department of Motor Vehicles,
- Federal Highway Administration,
- Nebraska Liquor Control Commission,
- Nebraska Attorney General,
- Nebraska Commission on Law Enforcement and Criminal Justice,
- National Highway Traffic Safety Administration, and

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

- Nebraska Hospital Association,
- Nebraska Nurses Association,
- Nebraska Department of Health and Human Services (DHHS),
- Nebraska Department of Education, and
- Nebraska State Patrol (NSP)
- Over 200 Sheriff’s Offices and Police Departments,
- Nebraska Game & Parks Enforcement Division, and
- Bryan Health Independence Center Advisory Committee
- Four Corners Health Department,
- Lincoln/Lancaster County Health Department,
- Three Rivers Health Department, and
- Sarpy/Cass Health Department.
Non-profit organizations:

Nebraska Mothers Against Drunk Driving,
Nebraska Brain Injury Alliance
National Safety Council, Nebraska,
Nebraska Prevention Center for Alcohol and Drug Abuse,
Nebraska Safety Council, Inc.,
One World Community Health Centers, Inc.,
Safe Kids Nebraska
University of Nebraska – Kearney - Nebraska Safety Center,
University of Nebraska - Omaha,
University of Nebraska – Lincoln, and
Keep Kids Alive, Drive 25.

Professional associations:

Nebraska County Attorney’s Association,
Nebraska Trucking Association,
Nebraska State Troopers Association, and
Nebraska Medical Association
Nebraska Sheriff’s Association, and
Police Officers Association of Nebraska.

The participating members of the Nebraska Advocates for Highway Safety are vital partners and collaborators in the problem identification and priority determination process.

Among the other groups that contribute are:

Agriculture Safety Council of Nebraska,
City of Omaha Prosecutor’s Office,
Douglas County Attorney’s Office,
DHHS CODES Data Management Team,
Drive Smart Nebraska Coalition,
Health Education Inc.,
Injury Prevention Planning Group,
AAA Nebraska,
Nebraska Motor Club Foundation’
Nebraska Collegiate Consortium,
Enter description and analysis of the State’s overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Problem Identification Process, Data Used and Participants

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

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

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

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

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**Enter list of information and data sources consulted.**

**Traffic Safety Performance Measures**

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

**OUTCOME MEASURES:**

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

**BEHAVIOR MEASURE:**

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

**ACTIVITY MEASURES:**

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

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

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Traffic Safety Core Performance Measures, Targets and Program Area Report

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<thead>
<tr>
<th>CORE BEHAVIOR MEASURE</th>
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<td>B-1 Seat Belt Use***</td>
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<th>ACTIVITY PERFORMANCE MEASURES</th>
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<tr>
<td>A-2 Alcohol-Related Driving Accidents</td>
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<td>A-3 Speeding Accidents</td>
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<tr>
<th>TARGETS AND RESULTS FROM TARGETS</th>
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<td>Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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<td>Alcohol-Related Fatal, A and B Crash***</td>
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<td>Speed-Related Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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<tr>
<td>Younger Involved Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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<tr>
<td>All Other Factors, Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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<td>Distraction Driver, Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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<tr>
<td>Nighttime (9 p.m.-6 a.m.) Unintentional Fatalities in Fatal, A and B Crash***</td>
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<td>3-Year Rolling Average</td>
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|Source: FARS, NHTSA State Crash Data, Nebraska Safety Service Report | Annual Update 2016, 2017 and 2018 | N/A= Not Applicable | Predictions are based on trend analysis and/ or model indicated all these performance areas would increase in 2015-2020.
| Includes intersection, pedestrian, and other vehicle injury crashes |
| Data includes combination of target and performance measures established. | 2018 Nebraska HSP Target set on a decrease in the current increasing trend.

Traffic Safety Performance (Core Outcome) Measures and Projections

Program, Project and Activity Selection Process

The HSO utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2019) funding period.

Performance Target Selections

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

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

Nebraska State Traffic Records Data
### Nebraska State Traffic Records Data

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<tbody>
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<td><strong>Population</strong></td>
<td>1,830,414</td>
<td>1,868,516</td>
<td>1,892,650</td>
<td>1,836,190</td>
<td>1,907,110</td>
</tr>
<tr>
<td><strong>Licensed Drivers</strong></td>
<td>1,395,841</td>
<td>1,407,635</td>
<td>1,418,817</td>
<td>1,431,774</td>
<td>1,443,062</td>
</tr>
<tr>
<td><strong>Registered Vehicles</strong></td>
<td>2,278,670</td>
<td>2,316,126</td>
<td>2,339,984</td>
<td>2,382,800</td>
<td>2,421,231</td>
</tr>
<tr>
<td><strong>Vehicle Miles (Millions)</strong></td>
<td>19,315</td>
<td>18,965</td>
<td>19,786</td>
<td>20,260</td>
<td>20,709</td>
</tr>
<tr>
<td><strong>Fatality Rate (Millions)</strong></td>
<td>1.55</td>
<td>1.55</td>
<td>1.55</td>
<td>1.55</td>
<td>1.55</td>
</tr>
</tbody>
</table>

**Fatal Crashes**: 190  
**Fatals**: 213

**A** injury crashes: 1,357  
**B** injury crashes: 3,268  
**C** injury crashes: 6,295

**A** injuries: 1,661  
**B** injuries: 4,388  
**C** injuries: 9,823

**Alcohol Related Fatal Crashes**: 81  
**Alcohol Related Fatalities**: 87

**Alcohol Related A & B** injury crashes: 572  
**Alcohol Related C** injury crashes: 270

**Alcohol Related A & B** injuries: 778  
**Alcohol Related C** injuries: 449

**Drunk Driving (DUI) Arrests**: 10,718  
**Drunk Driving (DUI) Convictions****: 9,528

**Safety Belt Convictions**: 9,267  
**Child Restraint Convictions**: 1,454

**Observed Child Restraint Use**: 98.8%  
**Reported Restraint Use** (A & B)**: 72.7%

**Speeding Convictions**: 71,502  
**Total Speed Convictions**: 64,654  

---

* A - Death Injuries  
* B - Viable, but not Death Injury  
* C - Possible Injury  
* U.S. Census Bureau, Population Estimates Program  
* License Drives Include All Permits (LPF, LTD, SCH, POP)  
* Registered Vehicles Includes Nebraska Based Commercial Vehicles  
* Source: Nebraska Department of Motor Vehicles driver records statistics  
* Source: Nebraska Office of Law Enforcement and Criminal Justice Uniform Crime Reports  
* Source: Nebraska Department of Roads Standard Summary of Nebraska, 4/17/11, 6/2/13, 6/2/14, 3/19/15, 4/26/16  
* NDOT Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509  
* Last Data Modified: 9/7/17  
*  

Nebraska – Drivers (Ages 16 thru 20) Traffic Records Crash Data

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
### Nebraska Priority Counties for FY2019

<table>
<thead>
<tr>
<th>Congressional District</th>
<th>County</th>
<th>2016 FAB crashes</th>
<th>FAB Crash Rate</th>
<th>*Alcohol Rate</th>
<th>*Speed Rate</th>
<th>*Youth 16-20 Rate</th>
<th>*All Other Factors Rate</th>
<th>*Low Occ/Pro Rate Percentage</th>
<th>2016 Population**</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>Adams</td>
<td>43</td>
<td>3.63</td>
<td>3.16</td>
<td>5.81</td>
<td>17.61</td>
<td>65.89</td>
<td>51,684</td>
<td></td>
</tr>
<tr>
<td>First</td>
<td>Buffalo</td>
<td>145</td>
<td>1.69</td>
<td>0.64</td>
<td>0.45</td>
<td>19.99</td>
<td>78.11</td>
<td>49,583</td>
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</tr>
<tr>
<td>One</td>
<td>Cass</td>
<td>42</td>
<td>0.75</td>
<td>0.58</td>
<td>1.56</td>
<td>7.84</td>
<td>7.08</td>
<td>83.93</td>
<td>23,765</td>
</tr>
<tr>
<td>Three</td>
<td>Custer</td>
<td>33</td>
<td>2.05</td>
<td>4.93</td>
<td>1.65</td>
<td>3.69</td>
<td>14.78</td>
<td>57.13</td>
<td>19,807</td>
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<tr>
<td>One</td>
<td>Dakota</td>
<td>27</td>
<td>1.78</td>
<td>0.87</td>
<td>1.45</td>
<td>4.36</td>
<td>15.52</td>
<td>67.88</td>
<td>20,465</td>
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<tr>
<td>One</td>
<td>Dawes</td>
<td>7</td>
<td>1.52</td>
<td>1.46</td>
<td>1.04</td>
<td>2.62</td>
<td>12.74</td>
<td>74.23</td>
<td>22,640</td>
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<td>One</td>
<td>Dodge</td>
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<td>0.83</td>
<td>1.38</td>
<td>0.84</td>
<td>28.16</td>
<td>81.44</td>
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<td>Two</td>
<td>Douglas</td>
<td>59</td>
<td>3.78</td>
<td>3.73</td>
<td>1.04</td>
<td>0.07</td>
<td>28.93</td>
<td>70.09</td>
<td>59,995</td>
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<tr>
<td>Three</td>
<td>Edge</td>
<td>66</td>
<td>3.43</td>
<td>4.28</td>
<td>1.18</td>
<td>8.81</td>
<td>22.58</td>
<td>77.12</td>
<td>21,794</td>
</tr>
<tr>
<td>Three</td>
<td>Hall</td>
<td>178</td>
<td>3.51</td>
<td>2.58</td>
<td>1.14</td>
<td>7.51</td>
<td>23.67</td>
<td>77.12</td>
<td>51,709</td>
</tr>
<tr>
<td>Three</td>
<td>Hamilton</td>
<td>52</td>
<td>1.08</td>
<td>0.84</td>
<td>1.64</td>
<td>9.37</td>
<td>75.93</td>
<td>9,181</td>
<td></td>
</tr>
<tr>
<td>Three</td>
<td>Lancaster</td>
<td>143</td>
<td>3.73</td>
<td>4.51</td>
<td>0.81</td>
<td>12.03</td>
<td>37.19</td>
<td>87.43</td>
<td>309,657</td>
</tr>
<tr>
<td>Three</td>
<td>Lincoln</td>
<td>157</td>
<td>1.49</td>
<td>1.64</td>
<td>1.40</td>
<td>5.43</td>
<td>15.40</td>
<td>68.13</td>
<td>35,530</td>
</tr>
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<td>One</td>
<td>Madison</td>
<td>73</td>
<td>1.69</td>
<td>1.21</td>
<td>0.97</td>
<td>9.01</td>
<td>22.52</td>
<td>76.13</td>
<td>33,013</td>
</tr>
<tr>
<td>Three</td>
<td>Merrick</td>
<td>54</td>
<td>2.51</td>
<td>2.51</td>
<td>1.44</td>
<td>3.20</td>
<td>25.53</td>
<td>79.02</td>
<td>7,828</td>
</tr>
<tr>
<td>One</td>
<td>Otoe</td>
<td>25</td>
<td>1.66</td>
<td>1.57</td>
<td>1.55</td>
<td>2.73</td>
<td>10.54</td>
<td>49.47</td>
<td>16,081</td>
</tr>
<tr>
<td>One</td>
<td>Platt</td>
<td>73</td>
<td>2.60</td>
<td>2.82</td>
<td>2.33</td>
<td>0.22</td>
<td>22.32</td>
<td>69.61</td>
<td>32,861</td>
</tr>
<tr>
<td>One/Two</td>
<td>Saunders</td>
<td>123</td>
<td>2.65</td>
<td>1.87</td>
<td>1.20</td>
<td>8.67</td>
<td>23.49</td>
<td>86.61</td>
<td>179,926</td>
</tr>
<tr>
<td>One</td>
<td>Springs</td>
<td>16</td>
<td>1.21</td>
<td>1.70</td>
<td>0.90</td>
<td>3.00</td>
<td>16.04</td>
<td>83.92</td>
<td>21,038</td>
</tr>
<tr>
<td>Three</td>
<td>Woodchuck</td>
<td>25</td>
<td>0.85</td>
<td>0.98</td>
<td>1.86</td>
<td>12.65</td>
<td>22.16</td>
<td>77.51</td>
<td>19,612</td>
</tr>
<tr>
<td>One</td>
<td>Wyoming</td>
<td>9</td>
<td>1.12</td>
<td>0.25</td>
<td>2.21</td>
<td>5.45</td>
<td>8.84</td>
<td>85.76</td>
<td>17,286</td>
</tr>
<tr>
<td>Three</td>
<td>York</td>
<td>53</td>
<td>1.66</td>
<td>1.87</td>
<td>1.67</td>
<td>4.91</td>
<td>10.42</td>
<td>81.25</td>
<td>17,798</td>
</tr>
</tbody>
</table>

**2015 County Population:** 1,586,374

### Nebraska Fatal, A and B Injury Crashes (FY2016)

- Blue indicates high crash rates for alcohol, speed and youth and red indicates low occupant protection usage.


* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for fatal, A, B, and injury crashes per 100 million miles per county by 2015 annual vehicles miles - NDOT.

* Percent of population taken from the 2015 standard summary, fatal, A, B, and injury crashes - NDOT.

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

Nebraska 2016 data is the most current data for the FY2019 Plan. Provided by NDOT Highway Safety Office, PO Box 92612, Lincoln, NE.

Other critical considerations in the problem identification process are the use of conducted assessments, surveys (attitudinal, (See below) observations, etc.) evaluations (administrative, scientific, etc.) and studies.
Nebraska Annual Traffic Safety Study 2018

THE NEBRASKA POLL - May 2018

HIGHLIGHT SUMMARY

Methodology
- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 5 - 16, 2018.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving
- Core Question: About one-fourth (24%) of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Question: A plurality (37%) indicated the chances of being arrested when driving after drinking are somewhat likely.
- Core Question: A majority of the respondents (55%) indicated awareness of drunk driving enforcement in the last 30 days.
- A majority of respondents (55%) indicated awareness of drunk driving messages in the past 60 days.

Seat Belts
- Core Question: A super-majority (75%) indicated they always wear safety belts when they drive or ride.
- Core Question: A majority (55%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (36% somewhat unlikely plus 19% very unlikely).
- Core Question: 50% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of Click it or Ticket messages in the past 60 days. A plurality of those (43%) had seen the messages on signs.
- A majority (58%) indicated they favor a primary seat belt law.

Speed
- Core Question: About a third of the respondents (32%) indicated they frequently exceed a 30 mph speed limit (usually; 14%; half the time; 18%).
- Core Question: 17% indicated they frequently exceed a 65 mph speed limit (7% usually; 10% half the time).
- Core Question: 57% indicated awareness of speed enforcement in the past 60 days.
- Core Question: A plurality (39%) indicated the chances of getting a ticket for speeding are somewhat likely.

Distracted Driving
- A strong majority (51%) support a law allowing a ticket solely for cell phone use while driving.
- Nine out of ten respondents (92%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

Other Highway Safety issues
- A super-majority (75%) indicated that Nebraska's law requiring motorcycle helmets should be continued.
- A super-majority (79%) indicated driving after using marijuana increases crash risk; 20% indicated they know someone who drives after using marijuana.

Demographics
- Most respondents (98%) indicated they have a driver's license.
- Ages (controlled): 16 - 20; 21 - 34; 35 - 49; 50 - 64; 65 up.
- Annual household incomes: under $40,000; $40,000 - $80,000; over $80,000.
- Phone type (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 39%; District Two, 36%; District Three, 31%.
- Gender: 48% male and 52% female (controlled).

**NARRATIVE SUMMARY - (N=900)**

**Impaired Driving**

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (6%), drunk/impaired driving (1%), traffic and road conditions (19%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.4) and drunk driving (mean score of 4.3) were named as bigger problems than the fuel tax situation (3.2) by a significant margin.
- Respondents were next asked whether they favor or oppose each of the three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (64% favoring); and mandatory sentencing for drunk driving offenses (63% favoring).
- Five percent (5%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: About one-fourth of the respondents (24%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: A plurality of respondents (37%) indicated the chances of being arrested if they drive after drinking are somewhat likely, while 25% indicated the chances of that are somewhat unlikely.
- CORE QUESTION: A majority of respondents (55%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.
- A majority of respondents (55%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

**Seat Belts**

- CORE QUESTION: A super-majority (75%) indicated they always wear safety belts.
- CORE QUESTION: A majority (55%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely or very unlikely (36% somewhat unlikely plus 19% very unlikely).
- CORE QUESTION: About a third of respondents (30%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- Less than half the respondents (44%) indicated they had read, seen or heard Click it or Ticket seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (43%) indicated they had seen the Click It or Ticket ads on signs, while 31% indicated TV and 23% indicated radio.
- For the ninth straight year, a majority of respondents (59%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.
- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (28%) indicated $31 - 100, 28% indicated $25 - 50, 18% indicated more than $250, 18% indicated $101 - 150 and 7% indicated $151 - 200.
Speed

- **CORE QUESTION**: About a third of respondents (32%) indicated they frequently exceed a 30 mph speed limit (24% indicated usually and 8% indicated half of the time).
- **CORE QUESTION**: Nearly one in five respondents (17%) indicated they frequently exceed a 65 mph speed limit (7% indicated usually and 10% indicated half the time).
- **CORE QUESTION**: Just over a third of respondents (37%) indicated they had heard anything about speed enforcement in the past 30 days.
- **CORE QUESTION**: A plurality of respondents (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 24% indicated likely, 16% somewhat unlikely, 15% very likely and 6% very unlikely.

**Distracted Driving Laws**

- A strong majority of respondents (61%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving, 36% opposed that and 3% had no opinion.
- More than nine out of ten respondents (92%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 9% opposed that.

**Miscellaneous**

- A super-majority of respondents (75%) again indicated that Nebraska’s law requiring motorcycle helmets should be continued, while 20% said it should be repealed and 5% had no opinion.
- A super majority (79%) of respondents indicated driving after using marijuana increases crash risk. One in five respondents (20%) indicated they know someone who drives after using marijuana.

**Demographics**

- Most respondents (38%) indicated they have a driver’s license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 2%, 21-34, 11%; 35-49, 29%; 50-64, 34%; 65 up, 24%.
- Respondents indicated distribution in the following annual household income categories: under $40,000, 23%; $40,000-80,000, 34%; over $80,000, 44%.
- By control, the sample was 60% by landlines and 40% by cell phones.
- Respondents were distributed among Nebraska’s three congressional districts: District One, 35%; District Two, 36%; District Three, 31%.
- By control, respondents were 48% male and 52% female.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td></td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>In Progress</td>
</tr>
<tr>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>In Progress</td>
</tr>
</tbody>
</table>
C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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

Upon a review of the state’s five year rolling averages of the annual fatality data, according to FARS through 2016, representatives of the NDOT Highway Safety Office, other NDOT Engineering Sections responsible for the HSIP, and the state’ MPO’s, have discussed and determined an agreeable target rate. The increasing trend in fatalities, combined with the VMT increases and reduced fuel prices, resulted in the (2015 – 2019) period target of 239 fatalities.

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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

A consensus review that the declining trend in the number of annual traffic crash-related injuries appears to be a mirror image of the increasing observed safety belt use rate from 79% to 83% during the 2012 – 2016 period. With the expectation that both of these trends will continue, the predicted target of a decrease of 2.8 percent is within reach.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

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

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

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

To hold steady unrestrained passenger vehicle occupant fatalities, in all seating positions by 5.9 percent from 107 (2012-2016 rolling average) to 107, based on past trends, by December 31, 2019.

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

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

Nebraska has a universal helmet law and the annual observed helmet use rate by riders during the 2012 -2016 period was between 97 percent and 100 percent with a low of 8.3 percent and a high of 14.3 percent of those helmets being illegal/unsafe ones. Fatally injured riders wearing illegal helmet are marked as unhelmeted riders. Efforts to discourage the use of non-conforming helmets are ongoing.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2017 calendar year usage rate 85.9 percent to 88.9 percent by December 31, 2019.

As the third highest secondary law observation rate state, we are pleased, but not satisfied. Continued use of our existing countermeasure efforts have resulted in significant progress and plans are to expand and improve those in FY2019.

Number of Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

Continued use of existing countermeasures that work programs should result in FY2019 success.

Number of Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

**Number of Speed-Related Fatal, A and B Crashes (State Crash Data)**

**Progress:** In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

**Number of Youth-Involved Fatal, A and B Crashes (State Crash Data)**

**Progress:** In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

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

**Number of All Other Factors, Fatal, A and B Crashes (State Crash Data)**

**Progress:** In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year’s HSP.

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

Combined identification of high priority counties and crash contributing circumstances aids in being able to focus strategies as needed.

**Number of Distracted Driver, Fatal, A and B Crashes (State Crash Data)**

**Progress:** In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year’s HSP.

To limit increasing distracted driver fatal, A and B crashes by 6.2 percent from 844 (2012-2016 rolling average) to 896, based on past trends, by December 31, 2019. (Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely)

Increasing numbers may be a result of crash investigator training to be more attentive to identify distraction contribution while at the same time the use of mobile phones and texting becomes more prominent. Distracted driving high visibility enforcements, combined with media campaigns, will limit those increasing crashes in FY2019.

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

**Progress:** In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

A public information and educational campaign effort targeting law enforcement officers/deputies/troopers to focus more of their attention on the nighttime enforcement of Nebraska’s occupant restraint laws will take place during FY2019.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

<table>
<thead>
<tr>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target Start Year (Performance Target)</th>
<th>Target End Year (Performance Target)</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>239.0</td>
</tr>
<tr>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>1,540.0</td>
</tr>
<tr>
<td>C-3) Fatalities/VMT (FARS, FHWA)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>1.180</td>
</tr>
<tr>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>107.0</td>
</tr>
<tr>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>64.0</td>
</tr>
<tr>
<td>C-6) Number of speeding-related fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>42.0</td>
</tr>
<tr>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>23.0</td>
</tr>
<tr>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>2.0</td>
</tr>
<tr>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>31.0</td>
</tr>
<tr>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>17.0</td>
</tr>
<tr>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>1.0</td>
</tr>
<tr>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>88.9</td>
</tr>
<tr>
<td>Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>4,612.0</td>
</tr>
<tr>
<td>Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>548.0</td>
</tr>
<tr>
<td>Speed-Related Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>230.0</td>
</tr>
<tr>
<td>Youth-Involved Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>1,134.0</td>
</tr>
<tr>
<td>All Other Factors, Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>3,829.0</td>
</tr>
<tr>
<td>Distracted Driver, Fatal, A and B Crashes (State Crash Data)*</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>896.0</td>
</tr>
<tr>
<td>Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2015</td>
<td>2019</td>
<td>71.0</td>
</tr>
</tbody>
</table>

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To decrease the increasing trend for traffic fatalities by 7.8 percent from the 222 (5 year rolling average in 2012-2016) to 239 for 2019.

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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 1,540.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.180

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To maintain the increasing trend for fatalities/100 VMT by 5.40 percent increase from 1.12 percent (5 year rolling average in 2012-2016) to 1.18 by December 31, 2019.

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 107.0

Target Period: 5 Year

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To hold steady unrestrained passenger vehicle occupant fatalities, in all seating positions by 5.9 percent from 101 (2012-2016 rolling average) to 107, based on past trends, by December 31, 2019.

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

**Is this a traffic records system performance measure?**

No

<table>
<thead>
<tr>
<th>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
<td></td>
</tr>
<tr>
<td>Target Value: 64.0</td>
<td></td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
<td></td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
<td></td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

**Is this a traffic records system performance measure?**

No

<table>
<thead>
<tr>
<th>C-6) Number of speeding-related fatalities (FARS)-2019</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
<td></td>
</tr>
<tr>
<td>Target Value: 42.0</td>
<td></td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
<td></td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
<td></td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

**C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

<table>
<thead>
<tr>
<th>C-7) Number of motorcyclist fatalities (FARS)-2019</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
<td></td>
</tr>
<tr>
<td>Target Value: 23.0</td>
<td></td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
<td></td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
<td></td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.
To hold steady motorcyclist fatalities to 15.0 percent from 20 (2012-2016 rolling average) to 23, based on past trends, by December 31, 2019.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

<table>
<thead>
<tr>
<th>C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
</tr>
<tr>
<td>Target Value: 2.0</td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

Is this a traffic records system performance measure?

No

<table>
<thead>
<tr>
<th>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
</tr>
<tr>
<td>Target Value: 31.0</td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

<table>
<thead>
<tr>
<th>C-10) Number of pedestrian fatalities (FARS)-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target Metric Type: Numeric</td>
</tr>
<tr>
<td>Target Value: 17.0</td>
</tr>
<tr>
<td>Target Period: 5 Year</td>
</tr>
<tr>
<td>Target Start Year: 2015</td>
</tr>
</tbody>
</table>

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?
No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 1.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

Is this a traffic records system performance measure?
No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 88.9
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2017 calendar year usage rate 85.9 percent to 88.9 percent by December 31, 2019.

Fatal, A and B Crashes (State Crash Data)

Is this a traffic records system performance measure?
No

Fatal, A and B Crashes (State Crash Data)-2019
Target Metric Type: Numeric
Target Value: 4,612.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Reduce fatal, A and B crashes by 6.0 percent from 4,904 (2012-2016 rolling average) to 4,612, based on past trends, by December 31, 2019.
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Speed-Related Fatal, A and B Crashes (State Crash Data)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Youth-Involved Fatal, A and B Crashes (State Crash Data)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

All Other Factors, Fatal, A and B Crashes (State Crash Data)

Is this a traffic records system performance measure?

No

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Distracted Driver, Fatal, A and B Crashes (State Crash Data)*
Is this a traffic records system performance measure?
No

To limit increasing distracted driver fatal, A and B crashes by 6.2 percent from 844 (2012-2016 rolling average) to 896, based on past trends, by December 31, 2019. (*Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely)

Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)
Is this a traffic records system performance measure?
No

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

Check the box if the statement is correct.  

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

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

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

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impaired driving arrests</td>
<td>1,368</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding citations</td>
<td>16,375</td>
</tr>
</tbody>
</table>

5 Program areas

5.1 Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement
  - Occupant Protection Public Information & Education
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
  - Occupant Protection Overtime Enforcement
    - FAST Act NHTSA 402
  - Road Safety - Employers & Employees Education Program
    - FAST Act NHTSA 402
  - Employer and Employee Occupant Protection Education
    - FAST Act NHTSA 402
  - Occupant Protection Public Information and Education
    - FAST Act NHTSA 402
    - FAST Act 405b OP Low
  - Occupant Protection Information System
    - FAST Act NHTSA 402
    - FAST Act 405b OP Low
  - Occupant Protection High-Visibility Enforcement
    - FAST Act NHTSA 402
    - FAST Act 405b OP Low
- Highway Safety Office Program Management
  - Occupant Protection Program Coordination
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
- Child Restraint System Inspection Station(s)
  - Child Passenger Safety Training
    - FAST Act 405b OP Low
  - Child Passenger Safety CSS Purchase and Distribution
    - FAST Act NHTSA 402
    - FAST Act 405b OP Low

5.2 Impaired Driving (Drug and Alcohol)
- Tertiary Prevention
  - Court Monitoring Evaluation and Education Project
    - FAST Act NHTSA 402
  - Felony Motor Vehicle Prosecution Unit
    - FAST Act NHTSA 402
    - FAST Act 405d Impaired Driving Mid
  - 24/7 Sobriety Program
    - FAST Act NHTSA 402
    - FAST Act 405d Impaired Driving Mid
- Secondary Prevention
  - Alcohol Public Information & Education

FAST Act NHTSA 402
Alcohol Selective Overtime Enforcement
FAST Act NHTSA 402
Enforcing Underage Drinking Laws
FAST Act NHTSA 402
FAST Act NHTSA 402
Traffic Training
FAST Act NHTSA 402
Prosecutorial Response to DUI Crime
FAST Act NHTSA 402
Judicial Prosecution Training
FAST Act NHTSA 402
DRE / ARIDE Training and Recertification
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
Alcohol Selective Overtime Enforcement & System Support
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
Alcohol Public Information and Education
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
Special Enforcement Mini-Grants
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
NE State Patrol Toxicology Services
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
Primary Prevention
NE Collegiate Consortium to Reduce High-Risk Drinking
FAST Act NHTSA 402
Project Night Life Expansion
FAST Act NHTSA 402
Support of Evidence-Based Environmental Strategies
FAST Act NHTSA 402
FAST Act 405d Impaired Driving Mid
Highway Safety Office Program Management
Alcohol Program Coordination
FAST Act NHTSA 402
3. Traffic Records
Traffic Records Metrics
Traffic Records
FAST Act NHTSA 402
Nebraska State Patrol - TRACS
FAST Act NHTSA 402
E-Citations and Traffic Records Improvement
FAST Act 405c Data Program
FAST Act 405c Data Program
Nebraska Crash Outcome Data Evaluation System
FAST Act NHTSA 402
FAST Act 405c Data Program
Nebraska EMS/E-code Data Quality Assessment and Improvement
FAST Act NHTSA 402
FAST Act 405c Data Program
Nebraska Injury Surveillance Enhancement
FAST Act NHTSA 402
FAST Act 405c Data Program
Highway Safety Office Program Management
Traffic Records Coordination / Training
FAST Act NHTSA 402
FAST Act 405c Data Program
4. Motorcycle Safety
Motorcycle Rider Training
Motorcycle Public Information and Education
FAST Act NHTSA 402
FAST Act 405f Motorcycle Programs
Motorcycle Training Assistance
FAST Act NHTSA 402
FAST Act NHTSA 402
FAST Act 405f Motorcycle Programs
FAST Act 405f Motorcycle Programs

5. Distracted Driving
   High Visibility Cellphone/Text Messaging Enforcement
   Distracted Driving Selective Overtime Enforcement
   FAST Act NHTSA 402
   FAST Act 405e Special Distracted Driving
   Distracted Driving
   Distracted Driving Public Information & Education
   FAST Act NHTSA 402
   Distracted Driving Public Information and Education
   FAST Act NHTSA 402
   FAST Act 405e Special Distracted Driving

6. Police Traffic Services
   Traffic Overtime Enforcement
   Traffic Selective Overtime Enforcement
   FAST Act NHTSA 402
   Law Enforcement Training
   Traffic Law Enforcement
   FAST Act NHTSA 402

7. Speed Management
   Speed Overtime Enforcement & System Support
   Speed Selective Overtime Enforcement
   FAST Act NHTSA 402
   Speed Public Information & Education
   FAST Act NHTSA 402
   Highway Safety Office Program Management
   Speed Program Coordination
   FAST Act NHTSA 402

8. Identification & Surveillance
   Youth
   Youth Public Information & Education
   FAST Act NHTSA 402
   Traffic Safety
   Traffic Safety Public Information & Education
   FAST Act NHTSA 402
   Highway Safety Office Program Management
   Youth Program Coordination
   FAST Act NHTSA 402
   Traffic Safety Program Coordination
   FAST Act NHTSA 402
   Drowsy Driving
   Drowsy Driving Public Information & Education
   FAST Act NHTSA 402

9. Racial Profiling Data Collection
   Review and Improve Racial Profiling Collection
   Improving Data Collection Methods and Reporting
   FAST Act 1906 Prohibit Racial Profiling
   FAST Act 1906 Prohibit Racial Profiling
   Review and Analysis of Collected Data
   FAST Act NHTSA 402
   FAST Act 1906 Prohibit Racial Profiling

10. Communications (Media)
    Occupant Protection (Adult and Child Passenger Safety)
    Impaired Driving (Drug and Alcohol)
    Identification and Surveillance
    Distracted Driving
    Distracted Driving Public Information & Education
    FAST Act NHTSA 402
    Distracted Driving Public Information and Education
5.1 Program Area: Occupant Protection (Adult and Child Passenger Safety)

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

**Problem identification**

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

**Nebraska Occupant Protection Plan**

**How Significant is the Problem?**

On Nebraska roadways, there were 679 unbelted vehicle occupant fatalities during 2012-2016, which is an average of 136 fatalities per year. This accounts for 61% of all traffic fatalities during the five-year period and approximately 66% of all vehicle occupant fatalities.

During 2012-2016, reported safety belt usage in Nebraska had a range of 78.6% in 2012, 79.1% in 2013, 79.0% in 2014, 79.6% in 2015, 83.3% in 2016 and 85.9% in 2017.

In 2017, the annual seat belt observation, of children observed 96.7% (urban counties) were in child safety seat/booster seats and 97.5% (rural) were in child safety seat/booster seats. In the rural counties, of the children not in safety seat/booster seats, 50 % were in rear seats and 50% were in front seats. In the urban counties, 85% were in the rear seats and 15% were in front seats.

**What is the Nebraska Target?**

Nebraska’s target is to hold steady unrestrained passenger vehicle occupant fatalities, all seat positions by 5.9 percent from 101 (2012-2016 moving average) to 107 by December 31, 2019.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2017 calendar year usage rate 85.9 percent to 88.9 percent by December 31, 2019.

What are the Contributing Factors?

Road and Area Type

- Unbelted vehicle occupant fatalities were more likely to occur in rural areas (536 of 679, 79%).
- Local roads accounted for the greatest number of unbelted fatalities (331 of 679, 49%). U.S. highways and state-numbered highways combined accounted for 41% of unbelted fatalities. Ten percent (66 of 679) of unbelted fatalities were on interstate routes.

*Totals may not equal 100% due to rounding

<table>
<thead>
<tr>
<th>Jurisdiction Classification</th>
<th>Rural</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intstates</td>
<td>8%</td>
<td>2%</td>
</tr>
<tr>
<td>U.S. Highways</td>
<td>17%</td>
<td>4%</td>
</tr>
<tr>
<td>State Highways</td>
<td>17%</td>
<td>2%</td>
</tr>
<tr>
<td>Local Roads</td>
<td>36%</td>
<td>13%</td>
</tr>
<tr>
<td>Total by Area Type</td>
<td>78%</td>
<td>21%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Top 5 Counties</th>
<th>Fatal Count</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas</td>
<td>81</td>
<td>93 (14%)</td>
</tr>
<tr>
<td>Lancaster</td>
<td>46</td>
<td>59 (9%)</td>
</tr>
<tr>
<td>Lincoln</td>
<td>22</td>
<td>32 (5%)</td>
</tr>
<tr>
<td>Sarpy</td>
<td>20</td>
<td>21 (3%)</td>
</tr>
<tr>
<td>Buffalo</td>
<td>18</td>
<td>21 (3%)</td>
</tr>
</tbody>
</table>

Location

- 30% (201 of 679) of unbelted vehicle occupant fatalities occurred at an intersection.
- The top 5 counties represent only 33% (226 of 679) of unbelted vehicle occupant fatalities in Nebraska.

Crash Type

- 57% (384 of 679) of unbelted fatalities occurred during a single vehicle run-off-the-road (ROR) crash. Overall, single vehicle (ROR) crashes accounted for 57% (384 of 679) of unbelted fatalities and roadway departure crashes (i.e., ROR plus head-on) accounted for 66% (461 of 679) of unbelted fatalities. Angle crashes were the second most frequent crash type and accounted for 17% (118 of 679) of unbelted fatalities.
- Of the single vehicle run-off-the-road fatalities: 59% were overturn, 8% were in collisions with a ditch or embankment, and 14% were in collisions with a fixed object (tree, utility pole, or sign support).
Nebraska Occupant Protection Coordination

The NDOT-HSO Traffic Safety Specialist, Simera Reynolds, serves as the State’s Occupant Protection Coordinator. The NDOT-HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2019 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use.

Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaign
- Sustained Statewide Enforcement Operations (Day and Night)
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program
- Drive Smart Nebraska Work Group

The Non-Users

- Males were 71% (479 of 679) of unbelted fatalities.
- The young driver age range (25-34) had the most unbelted fatalities (148 of 679, 22%). Young adults (ages 21-34) and middle aged drivers (ages 45-54) were the next highest groups, each making up 13% of unbelted fatalities.
- Alcohol was listed as a contributing factor in 41% (281 of 679) of unbelted fatalities.
- 311 (46%) of the unbelted fatalities were totally ejected from their vehicles and 50 (7%) were reported as partially ejected.

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15</td>
<td>19 (3%)</td>
<td>14 (2%)</td>
</tr>
<tr>
<td>16-20</td>
<td>51 (8%)</td>
<td>34 (5%)</td>
</tr>
<tr>
<td>21-24</td>
<td>68 (10%)</td>
<td>22 (3%)</td>
</tr>
<tr>
<td>25-34</td>
<td>103 (15%)</td>
<td>45 (7%)</td>
</tr>
<tr>
<td>35-44</td>
<td>51 (8%)</td>
<td>16 (2%)</td>
</tr>
<tr>
<td>45-54</td>
<td>67 (10%)</td>
<td>23 (3%)</td>
</tr>
<tr>
<td>55-64</td>
<td>49 (7%)</td>
<td>28 (4%)</td>
</tr>
<tr>
<td>65-74</td>
<td>36 (5%)</td>
<td>12 (2%)</td>
</tr>
<tr>
<td>75+</td>
<td>35 (5%)</td>
<td>9 (1%)</td>
</tr>
<tr>
<td>Totals by Gender</td>
<td>479 (71%)</td>
<td>200 (29%)</td>
</tr>
<tr>
<td>Population Total</td>
<td>679 (100%)</td>
<td></td>
</tr>
</tbody>
</table>

*Totals may not equal 100% due to rounding

Time-of-Day & Day of Week

- The highest 3-hour periods for unbelted vehicle occupant fatalities was 3:00 p.m. to 6:00 p.m. and 6:00 p.m. to 9:00 p.m., both with 14%. The midnight to 3:00 a.m. hours were next, with 13% of the fatalities. 44% of unbelted fatalities occurred during dark driving conditions (compared to 43% of all fatalities).

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Fatalities</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight to 02:59</td>
<td>91</td>
<td>13%</td>
</tr>
<tr>
<td>3:00 to 05:59</td>
<td>46</td>
<td>7%</td>
</tr>
<tr>
<td>6:00 to 08:59</td>
<td>58</td>
<td>8%</td>
</tr>
<tr>
<td>9:00 to 11:59</td>
<td>67</td>
<td>10%</td>
</tr>
<tr>
<td>12:00 to 14:59</td>
<td>78</td>
<td>11%</td>
</tr>
<tr>
<td>15:00 to 17:59</td>
<td>95</td>
<td>14%</td>
</tr>
<tr>
<td>18:00 to 20:59</td>
<td>97</td>
<td>14%</td>
</tr>
<tr>
<td>21:00 to 23:59</td>
<td>64</td>
<td>9%</td>
</tr>
<tr>
<td>Unknown</td>
<td>88</td>
<td>13%</td>
</tr>
</tbody>
</table>

- 36% (247 of 679) of unbelted fatalities occurred on Saturday or Sunday.
- Another 17% of the unbelted fatalities occurred on Friday.

<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Fatalities</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>134</td>
<td>20%</td>
</tr>
<tr>
<td>Monday</td>
<td>75</td>
<td>11%</td>
</tr>
<tr>
<td>Tuesday</td>
<td>80</td>
<td>12%</td>
</tr>
<tr>
<td>Wednesday</td>
<td>87</td>
<td>13%</td>
</tr>
<tr>
<td>Thursday</td>
<td>74</td>
<td>11%</td>
</tr>
<tr>
<td>Friday</td>
<td>116</td>
<td>17%</td>
</tr>
<tr>
<td>Saturday</td>
<td>113</td>
<td>17%</td>
</tr>
</tbody>
</table>

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2019. The NDOT- Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 1, 2019, the NDOT- HSO will conduct a paid media campaign for CIOT that will support the state’s designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of $150,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2019.

In addition to the nationally designated CIOT enforcement period of May 20 – June 2, 2019, the NDOT-HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2019 Thanksgiving CIOT campaign will run November 17 – 25, 2018, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement expenditure will be $200,000 for an added 7,500 hours with the enforcement occurring during the November 17 – 25, 2018, designated time period.

Communication Campaign (paid, earned and social media)

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

Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 23 Priority Counties (see above) FY2019 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State. See above; Evidence-Based Traffic Safety Enforcement Program (TSEP). *see Participation in Click- It- or- Ticket (CIOT) National Mobilization section.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

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

Child Passenger Safety Program
Nebraska’s comprehensive program is supported through education and outreach as follows:

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST’s. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST’s and instructors to attend and receive continuing education units to maintain certification. The state will support approximately 20 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2019 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September). The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 23 Priority Counties.

Drive Smart Nebraska ad hoc Work Group

The NDOT-HSO works directly with the Drive Smart Nebraska (DSN) ad hoc work group consisting of 48 public and private partners, committed to using evidenced-based programs and policies to increase occupant restraint use, educate communities, and carry out promotional messaging through the year. The work group meets quarterly, utilizes DSN toolkits to increase education and outreach. The toolkits provide a consistent traffic safety message to increase seat belt use, reduce unintentional injury and carry out road safety messaging in our communities and across the state. DSN members apply for mini-grants to carry out occupant protection campaigns (billboards, radio, movie theater pre-roll and banners). [https://drivesmartne.org/](https://drivesmartne.org/)

Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a nationally recognized teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, night time driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 32 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>107.0</td>
</tr>
<tr>
<td>2019</td>
<td>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</td>
<td>5 Year</td>
<td>2019</td>
<td>88.9</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.
5.1.1.1 Planned Activity: Occupant Protection Public Information & Education

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Occupant Protection Public Information &amp; Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-04-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Short-term, High Visibility Seat Law Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No
Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Occupant Protection (Adult and Child Passenger Safety)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$300,000.00</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.1.2 Planned Activity: Occupant Protection Overtime Enforcement

Planned activity name: Occupant Protection Overtime Enforcement

Planned activity number: OP-2019-05-00-00

Primary countermeasure strategy: Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a
sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$200,000.00</td>
<td>$50,000.00</td>
<td>$150,000.00</td>
</tr>
</tbody>
</table>
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.1.3 Planned Activity: Road Safety - Employers & Employees Education Program

Planned activity name: Road Safety - Employers & Employees Education Program
Planned activity number: OP-2019-14-00-00
Primary countermeasure strategy: Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.
The Nebraska Safety Council’s Road Safety – Employers and Employees Education Program will provide education and awareness in six target counties to achieve increased occupant restraint use, through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to increase occupant restraint use and address positive driver behavior in the work force, their families, and the community.

Enter intended subrecipients.

Nebraska Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
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</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$80,000.00</td>
<td>$20,000.00</td>
<td>$73,400.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.1.4 Planned Activity: Employer and Employee Occupant Protection Education

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Employer and Employee Occupant Protection Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-38-00-00</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No
Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The National Safety Council, Nebraska – Employer and Employee Occupant Protection Education project will provide education and awareness in five identified target counties to achieve increased occupant restraint use, through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to increase occupant restraint use and address positive driver behavior in the work force, their families, high schools and the community.

Enter intended subrecipients.

National Safety Council, Nebraska

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$85,000.00</td>
<td>$21,250.00</td>
<td>$85,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.
No records found.

5.1.1.5 Planned Activity: Occupant Protection Public Information and Education

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Occupant Protection Public Information and Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M2PE-2019-10-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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

Enter intended subrecipients.
Public Health Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Occupant Protection (Adult and Child Passenger Safety)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low Public Education (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.1.1.6 Planned Activity: Occupant Protection Information System

Planned activity name: Occupant Protection Information System
Planned activity number: M2OP-2019-13-00-00
Primary countermeasure strategy: Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No
Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will provide funding through the mini-grant agreement process to contract with an experienced survey firm to conduct a statewide scientific and statistically valid observed safety belt and child restraint survey. This is to establish an annual baseline for measurement in changes of occupant restraint use. Funding is to support educational activities; that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention.

Enter intended subrecipients.

State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low OP Information System (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5.1.1.7 Planned Activity: Occupant Protection High-Visibility Enforcement

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Occupant Protection High-Visibility Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M2HVE-2019-14-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Short-term, High Visibility Seat Law Enforcement</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)  
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]  
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]  
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]  
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]  
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]  
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  
No

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

Enter intended subrecipients.
State and Local Law Enforcement

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Short-term, High Visibility Seat Law Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low HVE (FAST)</td>
<td>$200,000.00</td>
<td>$50,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.2 Countermeasure Strategy: Highway Safety Office Program Management

<table>
<thead>
<tr>
<th>Program area</th>
<th>Occupant Protection (Adult and Child Passenger Safety)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countermeasure strategy</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem
identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve motorcycle safety involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.


**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-03-00-00</td>
<td>Occupant Protection Program Coordination</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

5.1.2.1 Planned Activity: Occupant Protection Program Coordination

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Occupant Protection Program Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>OP-2019-03-00-00</td>
</tr>
</tbody>
</table>

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities, is to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national campaigns, and providing additional support to the activities of HSO. This project provides funding for HSO associated Traffic Safety Specialists staff basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td>$0.00</td>
</tr>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Occupant Protection (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

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

Program area          Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy  Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d),

demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.21(e)(3)] demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.21(e)(4), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(i)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.25(f), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.25(h)(2), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.28(b)(2), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Child Passenger Safety Program

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

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST's. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST's and instructors (418) to attend and receive continuing education units to maintain certification.

The state will support approximately 20 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2019 to support at-risk and rural populations. The rural, at-risk populations, have low seat belt usage as identified in our 23 Priority Counties. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Child Restraint Inspection stations increase proper use of child safety seats, educate parents, caregivers and the public, sustain our certified child passenger safety technicians (418) and allows for a wide reach across the state.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2TR-2019-09-00-00</td>
<td>Child Passenger Safety Training</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
<tr>
<td>M2CSS-2019-12-00-00</td>
<td>Child Passenger Safety CSS Purchase and Distribution</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
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5.1.3.1 Planned Activity: Child Passenger Safety Training

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Child Passenger Safety Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M2TR-2019-09-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low Training (FAST)</td>
<td>$97,200.00</td>
<td>$24,300.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.1.3.2 Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity name: Child Passenger Safety CSS Purchase and Distribution

Planned activity number: M2CSS-2019-12-00-00

Primary countermeasure strategy: Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety (CPS) inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats and recalled seats. Every inspection station uses at least one nationally certified Child Passenger Safety technician and/or instructor. The funds provide child safety seats for rural and low-income parents/care givers.

Enter intended subrecipients.

Local Health Organizations

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405b OP Low</td>
<td>405b Low CSS Purchase/Distribution (FAST)</td>
<td>$25,000.00</td>
<td>$6,250.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type

Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>239.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>64.0</td>
</tr>
<tr>
<td>2019</td>
<td>Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2019</td>
<td>4,612.0</td>
</tr>
<tr>
<td>2019</td>
<td>Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2019</td>
<td>548.0</td>
</tr>
<tr>
<td>2019</td>
<td>Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)</td>
<td>5 Year</td>
<td>2019</td>
<td>71.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area
### Fence Year Countermeasure Strategy Name

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Tertiary Prevention</td>
</tr>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>2019</td>
<td>Primary Prevention</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

#### 5.2.1 Countermeasure Strategy: Tertiary Prevention

#### Program area

<table>
<thead>
<tr>
<th>Countermeasure strategy</th>
<th>Impaired Driving (Drug and Alcohol)</th>
</tr>
</thead>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-2019-17-00-00</td>
<td>Court Monitoring Evaluation and Education Project</td>
<td>Tertiary Prevention</td>
</tr>
<tr>
<td>M5CS-2019-08-00-00</td>
<td>Felony Motor Vehicle Prosecution Unit</td>
<td>Tertiary Prevention</td>
</tr>
<tr>
<td>M5SP-2019-10-00-00</td>
<td>24/7 Sobriety Program</td>
<td>Tertiary Prevention</td>
</tr>
</tbody>
</table>

5.2.1.1 Planned Activity: Court Monitoring Evaluation and Education Project

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 15 priority counties identified by HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether consistent sentencing is utilized across the state. Information gathered through the court-monitoring program to advocate for is used change and raise public awareness about impaired driving issues and cost to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutors, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

Enter intended subrecipients.

Mothers Against Drunk Driving (MADD)

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Tertiary Prevention</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$180,000.00</td>
<td>$45,000.00</td>
<td>$180,000.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.2 Planned Activity: Felony Motor Vehicle Prosecution Unit

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Felony Motor Vehicle Prosecution Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5CS-2019-08-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Tertiary Prevention</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Douglas County

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Tertiary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Court Support (FAST)</td>
<td>$209,000.00</td>
<td>$52,250.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.1.3 Planned Activity: 24/7 Sobriety Program
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to support a sobriety community-based pilot program to reduce the number DUI driving in Douglas County. This program increases the accountability on the part of the multiple offender participants using immediate sanctions of a 24 hour, twice a day alcohol testing process, as a condition of a bond. The Douglas County Department of Corrections will monitor and report participants’ compliance for abstention from use of alcohol for those approved to participate in accordance with court orders.

Enter intended subrecipients.

Douglas County

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.
Fiscal Year  |  Countermeasure Strategy Name  
--- | ---  
2019  |  Tertiary Prevention  

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid 24-7 Sobriety Program (FAST)</td>
<td>$50,000.00</td>
<td>$12,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item  | Quantity  | Price Per Unit  | Total Cost  | NHTSA Share per unit  | NHTSA Share Total Cost
--- | --- | --- | --- | --- | ---
No records found.

5.2.2 Countermeasure Strategy: Secondary Prevention

Program area  | Impaired Driving (Drug and Alcohol)  
--- | ---
Countermeasure strategy  | Secondary Prevention  

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?  
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under §1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under §1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under §1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70
percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body
Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.
HSO will use funding to support model programs that have been validated and have had proven successful outcomes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-2019-10-00-00</td>
<td>Alcohol Public Information &amp; Education</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-12-00-00</td>
<td>Alcohol Selective Overtime Enforcement</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-22-00-00</td>
<td>Enforcing Underage Drinking Laws</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-25-00-00</td>
<td>Traffic Training</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-39-00-00</td>
<td>Prosecutorial Response to DUI Crime</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-41-00-00</td>
<td>Judicial Prosecution Training</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>FDMDATR-2019-04-00-00</td>
<td>DRE / ARIDE Training and Recertification</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5X-2019-05-00-00</td>
<td>Alcohol Selective Overtime Enforcement &amp; System Support</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5IS-2019-06-00-00</td>
<td>Alcohol Public Information and Education</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5X-2019-07-00-00</td>
<td>Special Enforcement Mini-Grants</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5OT-2019-11-00-00</td>
<td>NE State Patrol Toxicology Services</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

5.2.2.1 Planned Activity: Alcohol Public Information & Education

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Alcohol Public Information &amp; Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>AL-2019-10-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>2019</td>
<td>Impaired Driving (Drug and Alcohol)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$200,000.00</td>
<td>$50,000.00</td>
<td>$50,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.2 Planned Activity: Alcohol Selective Overtime Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$240,000.00</td>
<td>$60,000.00</td>
<td>$190,000.00</td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

### 5.2.2.3 Planned Activity: Enforcing Underage Drinking Laws

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Enforcing Underage Drinking Laws</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>AL-2019-22-00-00</td>
</tr>
</tbody>
</table>

| Primary countermeasure strategy | Secondary Prevention |

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$90,000.00</td>
<td>$22,500.00</td>
<td>$90,000.00</td>
</tr>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$5,000.00</td>
<td>$1,250.00</td>
<td>$5,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.4 Planned Activity: Traffic Training
<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Traffic Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>AL-2019-25-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year  Countermeasure Strategy Name
2019  Secondary Prevention

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$35,000.00</td>
<td>$8,750.00</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.5 Planned Activity: Prosecutorial Response to DUI Crime

- Planned activity name: Prosecutorial Response to DUI Crime
- Planned activity number: AL-2019-39-00-00
- Primary countermeasure strategy: Secondary Prevention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Attorney General’s Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$131,000.00</td>
<td>$32,750.00</td>
<td>$131,000.00</td>
</tr>
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</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.6 Planned Activity: Judicial Prosecution Training

Planned activity name  Judicial Prosecution Training
Planned activity number AL-2019-41-00-00
Primary countermeasure strategy Secondary Prevention
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Supreme Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>
Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
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<td>Alcohol (FAST)</td>
<td>$20,000.00</td>
<td>$5,000.00</td>
<td>$20,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.7 Planned Activity: DRE / ARIDE Training and Recertification

Planned activity name          DRE / ARIDE Training and Recertification
Planned activity number        FMDATR-2019-04-00-00
Primary countermeasure strategy Secondary Prevention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(i) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This grant provides funding to the HSO to administer the Drug Evaluation and Classification Program (DECP) and provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to increase law enforcement officers' ability to detect drug-impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project will provide training for law enforcement officers to become Drug Recognition Experts (DRE), provide annual in-service training for Nebraska’s DREs and prosecutors, provide funding assistance for Nebraska’s DREs and prosecutors to attend the international DECP conference on impaired driving and support ARIDE training statewide.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Drug and Alcohol Training (FAST)</td>
<td>$75,000.00</td>
<td>$18,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.8 Planned Activity: Alcohol Selective Overtime Enforcement & System Support

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Alcohol Selective Overtime Enforcement &amp; System Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5X-2019-05-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding to state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement including compliance checks, saturation patrols, sobriety checkpoints, shoulder taps and the national impaired driving crackdowns. Law enforcement agencies must identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Participating agencies funding assistance for overtime salaries and assist these agencies in improving their ability to collect impaired driver evidence documentation, they are eligible to request assistance for in-car camera recording systems. These camera systems document impaired driving behavior evidence and reduce the number of court appearances by officers plus increasing the offender conviction rates. Eligibility requires completion of special camera use training and conducting impaired driving enforcement operations. Local public information and education is also required. Agencies are required to participate in a minimum of two special enforcement mobilizations each year for three years. These participating agencies are eligible for funding consideration to increase their effectiveness to collect breath evidence using new preliminary/evidentiary breath testing instrumentation on impaired driving suspects. Trained and certification is required to operate these instruments in accordance with State rules and regulations. Officers will be involved in impaired driving enforcement operations and two of the annual State impaired driving mobilizations for the following three years. Public information and education information related to the enforcement operations is required.

Enter intended subrecipient.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year  Countermeasure Strategy Name
2019  Secondary Prevention

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$375,000.00</td>
<td>$93,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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</tbody>
</table>

5.2.2.9 Planned Activity: Alcohol Public Information and Education

Planned activity name  Alcohol Public Information and Education
Planned activity number  M5IS-2019-06-00-00
Primary countermeasure strategy  Secondary Prevention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
Yes
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>2019</td>
<td>Impaired Driving (Drug and Alcohol)</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Information System (FAST)</td>
<td>$315,000.00</td>
<td>$78,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.2.10 Planned Activity: Special Enforcement Mini-Grants

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law Enforcement Local

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Secondary Prevention

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid (FAST)</td>
<td>405d Impaired Driving Mid (FAST)</td>
<td>$10,000.00</td>
<td>$2,500.00</td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

### 5.2.2.11 Planned Activity: NE State Patrol Toxicology Services

Planned activity name: NE State Patrol Toxicology Services

Planned activity number: M5OT-2019-11-00-00

Primary countermeasure strategy: Secondary Prevention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Secondary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving Mid</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$68,000.00</td>
<td>$17,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.3 Countermeasure Strategy: Primary Prevention
<table>
<thead>
<tr>
<th>Program area</th>
<th>Impaired Driving (Drug and Alcohol)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countermeasure strategy</td>
<td>Primary Prevention</td>
</tr>
</tbody>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-2019-06-00-00</td>
<td>NE Collegiate Consortium to Reduce High-Risk Drinking</td>
<td>Primary Prevention</td>
</tr>
<tr>
<td>AL-2019-40-00-00</td>
<td>Project Night Life Expansion</td>
<td>Primary Prevention</td>
</tr>
<tr>
<td>M5OT-2019-09-00-00</td>
<td>Support of Evidence-Based Environmental Strategies</td>
<td>Primary Prevention</td>
</tr>
</tbody>
</table>

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

Planned activity name: NE Collegiate Consortium to Reduce High-Risk Drinking

Planned activity number: AL-2019-06-00-00

Primary countermeasure strategy: Primary Prevention

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Primary Prevention

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402 Alcohol (FAST)</td>
<td>$208,000.00</td>
<td>$52,000.00</td>
<td>$208,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.2.3.2 Planned Activity: Project Night Life Expansion

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Project Night Life Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>AL-2019-40-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Primary Prevention</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No
Is this planned activity part of the State motorcyclist safety grant application (§405(f)) under the impaired driving program criterion? §1300.25(h)(2) [Planned activities, at the level of detail required under §1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§1906)? §1300.28(b)(2) [Planned activities, at the level of detail required under §1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of §1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Omaha Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Primary Prevention</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$142,000.00</td>
<td>$35,500.00</td>
<td>$142,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.3.3 Planned Activity: Support of Evidence-Based Environmental Strategies

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Support of Evidence-Based Environmental Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M5OT-2019-09-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Primary Prevention</td>
</tr>
</tbody>
</table>
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Project Extra Mile

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405d Impaired Driving (Mid)</td>
<td>405d Mid Other Based on Problem ID (FAST)</td>
<td>$350,000.00</td>
<td>$87,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.2.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area | Impaired Driving (Drug and Alcohol)

Countermeasure strategy | Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.
Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

5.2.4.1 Planned Activity: Alcohol Program Coordination

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-2019-09-00-00</td>
<td>Alcohol Program Coordination</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Alcohol (FAST)</td>
<td>$100,000.00</td>
<td>$25,000.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3 Program Area: Traffic Records

Program area type  Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted
driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>239.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

5.3.1 Countermeasure Strategy: Traffic Records Metrics

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities
Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-2019-30-00-00</td>
<td>Traffic Records</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>TR-2019-31-00-00</td>
<td>Nebraska State Patrol - TRACS</td>
<td>Traffic Records Metrics</td>
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<tr>
<td>M3DA-2019-01-00-00</td>
<td>E-Citations and Traffic Records Improvement</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-14-00-00</td>
<td>Nebraska Crash Outcome Data Evaluation System</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-15-00-00</td>
<td>Nebraska EMS/E-code Data Quality Assessment and Improvement</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-17-00-00</td>
<td>Nebraska Injury Surveillance Enhancement</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

5.3.1.1 Planned Activity: Traffic Records

Planned activity name: Traffic Records
Planned activity number: TR-2019-30-00-00
Primary countermeasure strategy: Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Records files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident (Crash) Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. It also provides the NDOT-HSO with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Traffic Records (FAST)</td>
<td>$5,000.00</td>
<td>$1,250.00</td>
<td>$5,000.00</td>
</tr>
</tbody>
</table>

Major purchases and disposions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.1.2 Planned Activity: Nebraska State Patrol - TRACS

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Nebraska State Patrol - TRACS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>TR-2019-31-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Traffic Records (FAST)</td>
<td>$134,000.00</td>
<td>$33,500.00</td>
<td>$75,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.3 Planned Activity: E-Citations and Traffic Records Improvement

Planned activity name: E-Citations and Traffic Records Improvement

Planned activity number: M3DA-2019-01-00-00

Primary countermeasure strategy: Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(i)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Nebraska Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$64,000.00</td>
<td>$16,000.00</td>
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<tr>
<td>2019</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$300,000.00</td>
<td>$75,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>

5.3.1.4 Planned Activity: Nebraska Crash Outcome Data Evaluation System

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Nebraska Crash Outcome Data Evaluation System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M3DA-2019-14-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No
The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash. A collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making.

Grant funding to DHHS to create a CODES database linking four separate databases, crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

Enter intended subrecipients.
Health and Human Services

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$222,000.00</td>
<td>$55,500.00</td>
<td></td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

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

- **Planned activity name**: Nebraska EMS/E-code Data Quality Assessment and Improvement
- **Planned activity number**: M3DA-2019-15-00-00
- **Primary countermeasure strategy**: Traffic Records Metrics

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$46,000.00</td>
<td>$11,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.3.1.6 Planned Activity: Nebraska Injury Surveillance Enhancement

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Nebraska Injury Surveillance Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M3DA-2019-17-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Records Metrics</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
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<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,
communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

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

For the purpose of this FY2019 problem identification process, HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

```
Planned activity unique identifier Planned Activity Name Primary Countermeasure
M3DA-2019-16-00-00 Traffic Records Coordination / Training Highway Safety Office Program Management

5.3.2.1 Planned Activity: Traffic Records Coordination / Training
```
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act 405c Data Program</td>
<td>405c Data Program (FAST)</td>
<td>$35,000.00</td>
<td>$8,750.00</td>
<td></td>
</tr>
</tbody>
</table>

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

No records found.

### 5.4 Program Area: Motorcycle Safety

**Program area type**  Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

### Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

---

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>23.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>2.0</td>
</tr>
</tbody>
</table>
Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

5.4.1 Countermeasure Strategy: Motorcycle Rider Training

<table>
<thead>
<tr>
<th>Program area</th>
<th>Motorcycle Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countermeasure strategy</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No
7/3/2018

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.
For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

#### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M9MA-2019-01-00-00</td>
<td>Motorcycle Public Information and Education</td>
<td>Motorcycle Rider Training</td>
</tr>
<tr>
<td>M9MT-2019-02-00-00</td>
<td>Motorcycle Training Assistance</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

#### 5.4.1.1 Planned Activity: Motorcycle Public Information and Education

- **Planned activity name**: Motorcycle Public Information and Education
- **Planned activity number**: M9MA-2019-01-00-00
- **Primary countermeasure strategy**: Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agencies/organizations using the mini-grant agreement process to local agencies and organizations, and special education related equipment purchases.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 405f Motorcycle Programs</td>
<td>405f Motorcyclist Awareness (FAST)</td>
<td>$38,000.00</td>
<td>$9,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

No records found.

5.4.1.2 Planned Activity: Motorcycle Training Assistance

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Motorcycle Training Assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>M9MT-2019-02-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Department of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405f Motorcycle Programs</td>
<td>405f Motorcyclist Training (FAST)</td>
<td>$17,893.50</td>
<td>$4,473.38</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>FAST Act 405f Motorcycle Programs</td>
<td>405f Motorcyclist Training (FAST)</td>
<td>$7,106.50</td>
<td>$1,776.63</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.5 Program Area: Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>31.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Cellphone/Text Messaging Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

5.5.1 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification] 
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>FESDLE-2019-02-00-00</td>
<td>Distracted Driving Selective Overtime Enforcement</td>
<td>High Visibility Cellphone/Text Messaging Enforcement</td>
</tr>
</tbody>
</table>

5.5.1.1 Planned Activity: Distracted Driving Selective Overtime Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>High Visibility Cellphone/Text Messaging Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.5.2 Countermeasure Strategy: Distracted Driving

Program area Communications (Media)

Countermeasure strategy Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>DD-2019-13-00-00</td>
<td>Distracted Driving Public Information &amp; Education</td>
<td>Distracted Driving</td>
</tr>
<tr>
<td>FESPE-2019-01-00-00</td>
<td>Distracted Driving Public Information and Education</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

5.5.2.1 Planned Activity: Distracted Driving Public Information & Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO and High Schools

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
5.5.2.2 Planned Activity: Distracted Driving Public Information and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving.

Enter intended subrecipients.

Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405e Special Distracted Driving (FAST)</td>
<td>405e Public Education</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6 Program Area: Police Traffic Services

<table>
<thead>
<tr>
<th>Program area type</th>
<th>Police Traffic Services</th>
</tr>
</thead>
</table>

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes
Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>239.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-2) Number of serious injuries in traffic crashes (State crash data files)</td>
<td>5 Year</td>
<td>2019</td>
<td>1,540.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Overtime Enforcement</td>
</tr>
<tr>
<td>2019</td>
<td>Law Enforcement Training</td>
</tr>
</tbody>
</table>

5.6.1 Countermeasure Strategy: Traffic Overtime Enforcement
Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances
that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT-2019-27-00-00</td>
<td>Traffic Selective Overtime Enforcement</td>
<td>Traffic Overtime Enforcement</td>
</tr>
</tbody>
</table>

5.6.1.1 Planned Activity: Traffic Selective Overtime Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Overtime Enforcement</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.6.2 Countermeasure Strategy: Law Enforcement Training

Program area: Impaired Driving (Drug and Alcohol)

Countermeasure strategy: Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,
communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement technics that meet the statutory requirements for the necessary prosecution and adjudication. This all supports our annual traffic safety enforcement plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT-2019-26-00-00</td>
<td>Traffic Law Enforcement Law Enforcement Training</td>
<td></td>
</tr>
</tbody>
</table>

5.6.2.1 Planned Activity: Traffic Law Enforcement
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.

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

Enter intended subrecipients.

Crime Commission

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Law Enforcement Training</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Police Traffic Services (FAST)</td>
<td>$135,000.00</td>
<td>$33,750.00</td>
<td>$135,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.7 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

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

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

characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

**NEBRASKA/PRIORITY COUNTRIES FOR FY2019**

<table>
<thead>
<tr>
<th>Congressional District</th>
<th>County</th>
<th>2016 Total FB Crashes</th>
<th>Fatal Rate</th>
<th>*Alcohol Rate</th>
<th>*Speed Rate</th>
<th>*Youth 16-20 Rate</th>
<th>*All Other Factors Rate</th>
<th>% Occ/Prot Population</th>
<th>2015 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three Adams</td>
<td>10</td>
<td>24.5</td>
<td>1.03</td>
<td>1.18</td>
<td>0.81</td>
<td>1.01</td>
<td>1.04</td>
<td>0.78</td>
<td>51,848</td>
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<tr>
<td>One Cass</td>
<td>63</td>
<td>0.7</td>
<td>0.08</td>
<td>1.16</td>
<td>2.94</td>
<td>7.84</td>
<td>8.09</td>
<td>91.89</td>
<td>25,767</td>
</tr>
<tr>
<td>Three Butler</td>
<td>104</td>
<td>2.7</td>
<td>1.89</td>
<td>0.94</td>
<td>1.65</td>
<td>3.69</td>
<td>14.28</td>
<td>57.14</td>
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<tr>
<td>One Custer</td>
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<td>21.55</td>
<td>0.93</td>
<td>1.35</td>
<td>3.69</td>
<td>14.28</td>
<td>57.14</td>
<td>91.89</td>
<td>25,767</td>
</tr>
<tr>
<td>One Dakota</td>
<td>37</td>
<td>17.94</td>
<td>0.92</td>
<td>1.45</td>
<td>4.56</td>
<td>15.52</td>
<td>67.83</td>
<td>91.89</td>
<td>25,767</td>
</tr>
<tr>
<td>Three Donnan</td>
<td>72</td>
<td>15.25</td>
<td>1.06</td>
<td>1.04</td>
<td>2.92</td>
<td>12.24</td>
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<td>1.04</td>
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<td>20.03</td>
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<td>Three Gage</td>
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<td>28.22</td>
<td>1.28</td>
<td>1.28</td>
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<tr>
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<tr>
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<td>22.32</td>
<td>67.92</td>
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<tr>
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<td>22.00</td>
<td>1.37</td>
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<tr>
<td>One Scotts Bluff</td>
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<td>1.99</td>
<td>1.96</td>
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<td>77.66</td>
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<tr>
<td>One Senard</td>
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<td>31.20</td>
<td>1.21</td>
<td>3.43</td>
<td>8.33</td>
<td>18.52</td>
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<td>8.09</td>
<td>15.77</td>
<td>74.09</td>
<td>20,693</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three York</td>
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<td>14.17</td>
<td>1.87</td>
<td>4.01</td>
<td>10.42</td>
<td>81.65</td>
<td>13,784</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

**Performance Measures in Program Area**
### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

**Countermeasure Strategies in Program Area**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

### 5.7.1 Countermeasure Strategy: Speed Overtime Enforcement & System Support

**Program area**  
Speed Management

**Countermeasure strategy**  
Speed Overtime Enforcement & System Support

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasures programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime

---

Drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.
Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE-2019-33-00-00</td>
<td>Speed Selective Overtime Enforcement</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
<tr>
<td>SC-2019-35-00-00</td>
<td>Speed Public Information &amp; Education</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

5.7.1.1 Planned Activity: Speed Selective Overtime Enforcement

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Speed Selective Overtime Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>SE-2019-33-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Speed Enforcement (FAST)</td>
<td>$160,000.00</td>
<td>$40,000.00</td>
<td>$135,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
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5.7.1.2 Planned Activity: Speed Public Information & Education

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<td>SC-2019-35-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Speed Control (FAST)</td>
<td>$25,000.00</td>
<td>$6,250.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions
Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required
under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.
Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

### Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-2019-32-00-00</td>
<td>Speed Program Coordination</td>
<td></td>
</tr>
</tbody>
</table>

#### 5.7.2.1 Planned Activity: Speed Program Coordination

<table>
<thead>
<tr>
<th>Planned activity number</th>
<th>Speed Program Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-2019-32-00-00</td>
<td></td>
</tr>
</tbody>
</table>

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

No records found.

5.8 Program Area: Identification & Surveillance

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>31.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-10) Number of pedestrian fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>17.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-11) Number of bicyclists fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>1.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area
5.8.1 Countermeasure Strategy: Youth

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to increase motorcyclist awareness programs where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.
For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Teens in the Driver Seat® is a teen driven peer-to-peer educational program that is focused solely on traffic safety and addresses all major driving risks for this age group. A survey of students in the (32) Nebraska High Schools that implemented Teens in the Driver Seat will be used to identify changes in attitudes and behaviors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>IS-2019-19-00-00</td>
<td>Youth Public Information &amp; Education</td>
<td>Youth</td>
</tr>
</tbody>
</table>

5.8.1.1 Planned Activity: Youth Public Information & Education
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver’s Seat, and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Youth
2019 | Identification and Surveillance

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Identification and Surveillance (FAST)</td>
<td>$90,000.00</td>
<td>$22,500.00</td>
<td>$90,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.8.2 Countermeasure Strategy: Traffic Safety

Program area | Other
--- | ---

Countermeasure strategy | Traffic Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy
5.8.2.1 Planned Activity: Traffic Safety Public Information & Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for HSO for the productiondevelopmentcreation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agencyorganizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuriesfatalities through increased education regarding pedestrian safety, driver
behavior at railroad crossings and bicycle safety. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver’s attitudes and behaviors.

Enter intended subrecipients.
Health and Human Services, Local Health Departments, Safety Council

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

**Countermeasure strategies in planned activities**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Traffic Safety</td>
</tr>
<tr>
<td>2019</td>
<td>Identification and Surveillance</td>
</tr>
</tbody>
</table>

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Identification and Surveillance (FAST)</td>
<td>$75,000.00</td>
<td>$18,750.00</td>
<td>$60,000.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
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</thead>
<tbody>
<tr>
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</tbody>
</table>

No records found.

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

**Program area**
Other

**Countermeasure strategy**
Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?
No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No
Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(4)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

[Table: Nebraska Priority Counties for FY2019]

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>IS-2019-21-00-00</td>
<td>Youth Program Coordination</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>IS-2019-23-00-00</td>
<td>Traffic Safety Program Coordination</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

5.8.3.1 Planned Activity: Youth Program Coordination

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Youth Program Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>IS-2019-21-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(ii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Identification and Surveillance (FAST)</td>
<td>$34,000.00</td>
<td>$8,500.00</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
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</tbody>
</table>

5.8.3.2 Planned Activity: Traffic Safety Program Coordination

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Traffic Safety Program Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>IS-2019-23-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(iii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Highway Safety Office Program Management</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.
Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.8.4 Countermeasure Strategy: Drowsy Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,
communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan.

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

HSO will provide funding to reduce fatalities and unintentional injuries by increasing public awareness, information, and education about the risks associated with drowsy driving. The primary targeted driver populations are young adults ages 18-34 and seniors ages 65-75.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

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

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

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

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

![County Crash Rate Comparison](https://nhtsagmss.crm9.dynamics.com/main.aspx?area=Nav_KBArticles&etc=9953&page=Applications_State&pagetype=entitylist&web=true#267538354)

**Evidence of effectiveness**

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

**Planned activities**

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

**Planned activities in countermeasure strategy**

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>IS-2019-29-00-00</td>
<td>Drowsy Driving Public Information &amp; Education</td>
<td>Drowsy Driving</td>
</tr>
</tbody>
</table>

**5.8.4.1 Planned Activity: Drowsy Driving Public Information & Education**
Planned activity name: Drowsy Driving Public Information & Education
Planned activity number: IS-2019-29-00-00
Primary countermeasure strategy: Drowsy Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(iii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Enter description of the planned activity.
This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of drowsy driving.

Enter intended subrecipients.

HSO

Countermeasure strategies
Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year | Countermeasure Strategy Name
--- | ---
2019 | Identification and Surveillance
2019 | Drowsy Driving

**Funding sources**

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Identification and Surveillance (FAST)</td>
<td>$25,000.00</td>
<td>$6,250.00</td>
<td>$10,000.00</td>
</tr>
</tbody>
</table>

**Major purchases and dispositions**

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

**5.9 Program Area: Racial Profiling Data Collection**

**Program area type** Racial Profiling Data Collection

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

**Problem identification**

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

The HSO has chosen to define a highway safety crash problem as “an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations.” The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.
Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period (Performance Target)</th>
<th>Target End Year</th>
<th>Target Value (Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-1) Number of traffic fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>239.0</td>
</tr>
</tbody>
</table>

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
</tbody>
</table>

5.9.1 Countermeasure Strategy: Review and Improve Racial Profiling Collection

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

<table>
<thead>
<tr>
<th>NEEBRASKA PRIORITY COUNTIES FOR FY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTY</td>
</tr>
<tr>
<td>Adams</td>
</tr>
<tr>
<td>Burt</td>
</tr>
<tr>
<td>Cam</td>
</tr>
<tr>
<td>Cass</td>
</tr>
<tr>
<td>Dakota</td>
</tr>
<tr>
<td>Dawes</td>
</tr>
<tr>
<td>Dodge</td>
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<tr>
<td>Douglas</td>
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<tr>
<td>Gage</td>
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<tr>
<td>Hall</td>
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<tr>
<td>Hamilton</td>
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<tr>
<td>Lancaster</td>
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<tr>
<td>Lincoln</td>
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<tr>
<td>Madison</td>
</tr>
<tr>
<td>Merrick</td>
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<tr>
<td>Otoe</td>
</tr>
<tr>
<td>Platte</td>
</tr>
<tr>
<td>Saunders</td>
</tr>
<tr>
<td>Scotts Bluff</td>
</tr>
<tr>
<td>Seward</td>
</tr>
<tr>
<td>Washington</td>
</tr>
<tr>
<td>Woods</td>
</tr>
</tbody>
</table>

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1906CMD-2019-01-00-00</td>
<td>Improving Data Collection Methods and Reporting</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
<tr>
<td>F1906ER-2019-02-00-00</td>
<td>Review and Analysis of Collected Data</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
</tbody>
</table>

5.9.1.1 Planned Activity: Improving Data Collection Methods and Reporting
Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(iii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

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

Enter intended subrecipients.

Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities
Fiscal Year: 2019
Countermeasure Strategy Name: Review and Improve Racial Profiling Collection

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 1906 Prohibit Racial Profiling</td>
<td>1906 Collecting and Maintaining Data</td>
<td>$375,000.00</td>
<td>$93,750.00</td>
<td></td>
</tr>
<tr>
<td>2018</td>
<td>FAST Act 1906 Prohibit Racial Profiling</td>
<td>1906 Collecting and Maintaining Data</td>
<td>$339,000.00</td>
<td>$84,750.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

No records found.

5.9.1.2 Planned Activity: Review and Analysis of Collected Data

Planned activity name: Review and Analysis of Collected Data
Planned activity number: F1906ER-2019-02-00-00
Primary countermeasure strategy: Review and Improve Racial Profiling Collection

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]
No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]
Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]
No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

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

Enter intended subrecipients.

Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FAST Act 1906 Prohibit Racial Profiling</td>
<td>1906 Evaluating Results</td>
<td>$36,000.00</td>
<td>$9,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

No records found.

5.10 Program Area: Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Highway Safety Communication Plan

Paid Media

In FY2019, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.

The HSO will use media methods for: 1) Occupant Restraints (Click it or Ticket); 2) Impaired Driving (Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and You Drink & Drive, You Lose.); 3) Underage Drinking (Tip Line 1-866-MUST-BE-21); 4) Distracted Driving (One Text or Call Could Wreck It All); 5) Motorcycle Safety (Share the Road); Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).

The HSO also enhances the volume of paid media marketing/advertising during the national Click it or Ticket Mobilization, Impaired Driving Crackdown, and the additional designated Click it or Ticket Mobilization. Special Underage Drinking campaigns are conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday though the end of January. Additional, traffic safety messaging takes place in May for Motorcycle Awareness, 100 Days of Summer (occupant protection and distracted driving) and Child Passenger Safety.

Public Information and Education Materials

In FY2019, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the HSO website at: http://dot.nebraska.gov/safety/hso/education/.

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

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

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

Earned Media

In FY2019, the HSO will continue to utilize the Governor’s Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

The HSO issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.
The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

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

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and other highly utilized platforms (i.e., Instagram, Snapchat) remains an essential goal for FY2019.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.
2019 C-1) Number of traffic fatalities (FARS) 5 Year 2019 239.0
2019 C-2) Number of serious injuries in traffic crashes (State crash data files) 5 Year 2019 1,540.0
2019 C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) 5 Year 2019 107.0
2019 C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) 5 Year 2019 64.0
2019 C-7) Number of motorcyclist fatalities (FARS) 5 Year 2019 23.0
2019 C-8) Number of unhelmeted motorcyclist fatalities (FARS) 5 Year 2019 2.0
2019 C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) 5 Year 2019 31.0
2019 C-10) Number of pedestrian fatalities (FARS) 5 Year 2019 17.0
2019 C-11) Number of bicyclists fatalities (FARS) 5 Year 2019 1.0
2019 B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) 5 Year 2019 88.9
2019 Fatal, A and B Crashes (State Crash Data) 5 Year 2019 4,612.0
2019 Alcohol-Impaired Fatal, A and B Crashes (State Crash Data) 5 Year 2019 548.0
2019 Speed-Related Fatal, A and B Crashes (State Crash Data) 5 Year 2019 230.0
2019 Youth-Involved Fatal, A and B Crashes (State Crash Data) 5 Year 2019 1,134.0
2019 All Other Factors, Fatal, A and B Crashes (State Crash Data) 5 Year 2019 3,829.0
2019 Distracted Driver, Fatal, A and B Crashes (State Crash Data)* 5 Year 2019 896.0
2019 Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data) 5 Year 2019 71.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name
2019 Occupant Protection (Adult and Child Passenger Safety)
2019 Impaired Driving (Drug and Alcohol)
2019 Identification and Surveillance
2019 Distracted Driving

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description
To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
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</thead>
<tbody>
<tr>
<td>OP-2019-04-00-00</td>
<td>Occupant Protection Public Information &amp; Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>M2PE-2019-10-00-00</td>
<td>Occupant Protection Public Information and Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

5.10.2 Countermeasure Strategy: Impaired Driving (Drug and Alcohol)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No
Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.
Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the communication campaigns will provide a comprehensive approach to prevent and reduce impaired driving. The planned activities include, Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and You Drink and Drive, You Lose. These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO is utilizing evidence-based planned activities where the primary target driver population are males ages 18-34. Annual public opinion survey results along with arrest, conviction, and crash data are used to determine effectiveness evaluation.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>AL-2019-10-00-00</td>
<td>Alcohol Public Information &amp; Education</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5IS-2019-06-00-00</td>
<td>Alcohol Public Information and Education</td>
<td>Secondary Prevention</td>
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</tbody>
</table>

5.10.3 Countermeasure Strategy: Identification and Surveillance

Program area Communications (Media)

Countermeasure strategy Identification and Surveillance

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No
Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]
No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]
Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]
No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]
No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:
Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.
The HSO will provide support for comprehensive traffic safety media campaigns to reduce the traffic crashes involving unintentional injuries by increasing public awareness and education in the identified Priority Counties. The HSO will accomplish this with the involvement of traffic safety partners from the Drive Smart Nebraska ad hoc committee. Campaign areas include, distracted driving, seat belt use, speeding, and motorcycle safety, etc.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>IS-2019-19-00-00</td>
<td>Youth Public Information &amp; Education</td>
<td>Youth</td>
</tr>
<tr>
<td>IS-2019-24-00-00</td>
<td>Traffic Safety Public Information &amp; Education</td>
<td>Traffic Safety</td>
</tr>
<tr>
<td>IS-2019-29-00-00</td>
<td>Drowsy Driving Public Information &amp; Education</td>
<td>Drowsy Driving</td>
</tr>
<tr>
<td>M9MA-2019-01-00-00</td>
<td>Motorcycle Public Information and Education</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

5.10.4 Countermeasure Strategy: Distracted Driving

Program area

Communications (Media)

Countermeasure strategy

Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.
Is this countermeasure strategy innovative?  

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)  

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]  

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]  

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State’s problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]  

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]  

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(iii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]  

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]  

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]  

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]  

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

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

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

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

**Nebraska Priority Counties**

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

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.
Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>DD-2019-13-00-00</td>
<td>Distracted Driving Public Information &amp; Education</td>
<td>Distracted Driving</td>
</tr>
<tr>
<td>FESPE-2019-01-00-00</td>
<td>Distracted Driving Public Information and Education</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

5.10.4.1 Planned Activity: Distracted Driving Public Information & Education

Planned activity name
Distracted Driving Public Information & Education

Planned activity number
DD-2019-13-00-00

Primary countermeasure strategy
Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO and High Schools

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

Funding sources
Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402</td>
<td>Distracted Driving (FAST)</td>
<td>$60,000.00</td>
<td>$15,000.00</td>
<td>$25,000.00</td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No records found.

5.10.4.2 Planned Activity: Distracted Driving Public Information and Education

<table>
<thead>
<tr>
<th>Planned activity name</th>
<th>Distracted Driving Public Information and Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned activity number</td>
<td>FESPE-2019-01-00-00</td>
</tr>
<tr>
<td>Primary countermeasure strategy</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving.

Enter intended subrecipients.

Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Distracted Driving</td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>FAST Act 405e Special Distracted Driving</td>
<td>405e Public Education (FAST)</td>
<td>$30,000.00</td>
<td>$7,500.00</td>
<td></td>
</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
</table>

No records found.

5.11 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No
Problem identification

Enter description and analysis of the State’s highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

Planned Activities in the Planning & Administration

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA-2019-01-00-00</td>
<td>Planning and Administration</td>
<td></td>
</tr>
</tbody>
</table>

5.11.1 Planned Activity: Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No
Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
</tr>
</tbody>
</table>

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

<table>
<thead>
<tr>
<th>Source Fiscal Year</th>
<th>Funding Source</th>
<th>Eligible Use of Funds</th>
<th>Estimated Funding Amount</th>
<th>Match Amount</th>
<th>Local Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>FAST Act NHTSA 402 Planning and Administration (FAST)</td>
<td>$160,000.00</td>
<td>$160,000.00</td>
<td>$0.00</td>
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</tr>
</tbody>
</table>

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Price Per Unit</th>
<th>Total Cost</th>
<th>NHTSA Share per unit</th>
<th>NHTSA Share Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No records found.</td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>
6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-04-00-00</td>
<td>Occupant Protection Public Information &amp; Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>OP-2019-05-00-00</td>
<td>Occupant Protection Overtime Enforcement</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>AL-2019-10-00-00</td>
<td>Alcohol Public Information &amp; Education</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>AL-2019-12-00-00</td>
<td>Alcohol Selective Overtime Enforcement</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>DD-2019-13-00-00</td>
<td>Distracted Driving Public Information &amp; Education</td>
<td>Distracted Driving</td>
</tr>
<tr>
<td>AL-2019-22-00-00</td>
<td>Enforcing Underage Drinking Laws</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>PT-2019-26-00-00</td>
<td>Traffic Law Enforcement</td>
<td>Law Enforcement Training</td>
</tr>
<tr>
<td>PT-2019-27-00-00</td>
<td>Traffic Selective Overtime Enforcement</td>
<td>Traffic Overtime Enforcement</td>
</tr>
<tr>
<td>SE-2019-33-00-00</td>
<td>Speed Selective Overtime Enforcement</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
<tr>
<td>SC-2019-35-00-00</td>
<td>Speed Public Information &amp; Education</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
<tr>
<td>AL-2019-40-00-00</td>
<td>Project Night Life Expansion</td>
<td>Primary Prevention</td>
</tr>
<tr>
<td>M2HVE-2019-14-00-00</td>
<td>Occupant Protection High-Visibility Enforcement</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>FDMDATR-2019-04-00-00</td>
<td>DRE / ARIDE Training and Recertification</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5X-2019-05-00-00</td>
<td>Alcohol Selective Overtime Enforcement &amp; System Support</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>M5X-2019-07-00-00</td>
<td>Special Enforcement Mini-Grants</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>FESPE-2019-01-00-00</td>
<td>Distracted Driving Public Information and Education</td>
<td>Distracted Driving</td>
</tr>
<tr>
<td>FESDOLE-2019-02-00-00</td>
<td>Distracted Driving Selective Overtime Enforcement</td>
<td>High Visibility Cellphone/Text Messaging Enforcement</td>
</tr>
</tbody>
</table>

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska’s crashes, crash fatalities and serious injuries in the highest risk areas are extracted from the “Nebraska Fatal, A and B Injury Crashes (CY2016)” (See below). From that crash data, and the “Nebraska State Traffic Records Data” (See below), the “Nebraska Priority Counties” (See below) are identified to implement our proven enforcement activities throughout the year. Nebraska’s TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the Click It or Ticket mobilizations and the “You Drink & Drive. You Lose.” crackdowns. At the conclusion, each enforcement effort is analyzed and adjustments are made to the TSEP as identified.
# Nebraska State Traffic Records Data

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population</strong></td>
<td>1,830,241</td>
<td>1,848,516</td>
<td>1,882,980</td>
<td>1,894,192</td>
<td>1,907,124</td>
</tr>
<tr>
<td><strong>Licensed Drivers</strong></td>
<td>1,255,941</td>
<td>1,407,635</td>
<td>1,410,617</td>
<td>1,431,724</td>
<td>1,443,062</td>
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<tr>
<td><strong>Registered Vehicles</strong></td>
<td>2,278,670</td>
<td>2,315,126</td>
<td>2,339,568</td>
<td>2,382,900</td>
<td>2,421,231</td>
</tr>
<tr>
<td><strong>Vehicle Miles (Millions)</strong></td>
<td>19,215</td>
<td>19,362</td>
<td>19,795</td>
<td>20,220</td>
<td>20,709</td>
</tr>
<tr>
<td><strong>Fatality Rate (F/min)</strong></td>
<td>1.30</td>
<td>1.09</td>
<td>1.13</td>
<td>1.22</td>
<td>1.20</td>
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<tr>
<td><strong>Fatals</strong></td>
<td>210</td>
<td>190</td>
<td>203</td>
<td>218</td>
<td>194</td>
</tr>
<tr>
<td><strong>FATAL CRASHES</strong></td>
<td>1,397</td>
<td>1,421</td>
<td>1,293</td>
<td>1,249</td>
<td>1,215</td>
</tr>
<tr>
<td><strong>A</strong> Injuries</td>
<td>1,661</td>
<td>1,536</td>
<td>1,620</td>
<td>1,520</td>
<td>1,588</td>
</tr>
<tr>
<td><strong>B</strong> Injuries</td>
<td>4,296</td>
<td>4,027</td>
<td>4,061</td>
<td>4,429</td>
<td>4,863</td>
</tr>
<tr>
<td><strong>C</strong> Injuries</td>
<td>5,823</td>
<td>5,240</td>
<td>10,190</td>
<td>10,987</td>
<td>11,514</td>
</tr>
<tr>
<td><strong>Alcohol related fatalities</strong></td>
<td>86</td>
<td>66</td>
<td>75</td>
<td>74</td>
<td>73</td>
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<tr>
<td><strong>Alcohol related fatalities</strong></td>
<td>85</td>
<td>70</td>
<td>78</td>
<td>81</td>
<td>81</td>
</tr>
<tr>
<td><strong>Alcohol related A &amp; B</strong></td>
<td>572</td>
<td>492</td>
<td>501</td>
<td>496</td>
<td>506</td>
</tr>
<tr>
<td><strong>Alcohol related C</strong></td>
<td>270</td>
<td>275</td>
<td>276</td>
<td>295</td>
<td>288</td>
</tr>
<tr>
<td><strong>Alcohol related B &amp; C</strong></td>
<td>778</td>
<td>695</td>
<td>763</td>
<td>779</td>
<td>822</td>
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<tr>
<td><strong>Alcohol related A &amp; B</strong></td>
<td>943</td>
<td>861</td>
<td>817</td>
<td>819</td>
<td>731</td>
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<tr>
<td><strong>Driving Under Influence (DUI) arrests</strong></td>
<td>10,785</td>
<td>5,345</td>
<td>8,167</td>
<td>8,193</td>
<td>7,311</td>
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<tr>
<td><strong>Driving Under Influence (DUI) convictions</strong></td>
<td>9,928</td>
<td>6,705</td>
<td>7,576</td>
<td>7,126</td>
<td>6,465</td>
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<tr>
<td><strong>Safety Belt Convictions##</strong></td>
<td>9,207</td>
<td>6,445</td>
<td>6,999</td>
<td>7,120</td>
<td>6,976</td>
</tr>
<tr>
<td><strong>Child Restraint Convictions##</strong></td>
<td>1,431</td>
<td>1,240</td>
<td>1,200</td>
<td>1,221</td>
<td>916</td>
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<tr>
<td><strong>Observed Child Restraint Use</strong></td>
<td>95.9%</td>
<td>95.9%</td>
<td>96.9%</td>
<td>96.9%</td>
<td>96.9%</td>
</tr>
<tr>
<td><strong>Reported Restraint Use</strong></td>
<td>72.7%</td>
<td>74.2%</td>
<td>73.7%</td>
<td>75.6%</td>
<td>75.8%</td>
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<tr>
<td><strong>Observed Restraint Use</strong></td>
<td>78.6%</td>
<td>79.1%</td>
<td>79.9%</td>
<td>79.6%</td>
<td>82.2%</td>
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<tr>
<td><strong>Speeding Convictions##</strong></td>
<td>1,175</td>
<td>921</td>
<td>1,030</td>
<td>1,074</td>
<td>1,255</td>
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<td><strong>Speed Too Fast For Conditions</strong></td>
<td>319</td>
<td>50</td>
<td>531</td>
<td>516</td>
<td>443</td>
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<tr>
<td><strong>Total Speed Convictions</strong></td>
<td>71,922</td>
<td>60,483</td>
<td>61,829</td>
<td>61,367</td>
<td>62,693</td>
</tr>
</tbody>
</table>

---

* A - Disabling Injuries  B - Non-Disabling Injury  C - Possible Injury

* U.S. Census Bureau, Population Estimates Program

* * Licensed Drivers include All Families (LIF, LDP, SCH, PCR) Registered Vehicles includes Nebraska based Commercial Vehicles

* Sources: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports

* Sources: Nebraska Department of Motor Vehicles, Driver Records Statistics

*## Sources: Nebraska Department of Roads, Standard Summary of Nebraska, 1/17/12, 6/20/13, 5/2/14, 3/19/15, 4/26/16

National Highway Traffic Safety Office, P.O. Box 94612, Lincoln, NE 68509
Phone: (402) 471-2515  Fax: (402) 471-3865  Last Date Modified: 9/7/17

### Nebraska Fatal, A and B Injury Crashes (FY2016)

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>FATAL</th>
<th>A</th>
<th>B</th>
<th>TOTAL</th>
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<tr>
<td>ADAMS</td>
<td>14</td>
<td>43</td>
<td>62</td>
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<tr>
<td>ALFRED</td>
<td>38</td>
<td>188</td>
<td>226</td>
<td></td>
</tr>
<tr>
<td>ADEL</td>
<td>12</td>
<td>22</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>ALEXANDER</td>
<td>4</td>
<td>11</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>AMHERST</td>
<td>1</td>
<td>6</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>ANKENY</td>
<td>30</td>
<td>68</td>
<td>98</td>
<td></td>
</tr>
<tr>
<td>ARNOLD</td>
<td>20</td>
<td>46</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>ALEXANDER</td>
<td>37</td>
<td>82</td>
<td>119</td>
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<tr>
<td>ADAMS</td>
<td>22</td>
<td>46</td>
<td>68</td>
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<tr>
<td>HALL</td>
<td>17</td>
<td>124</td>
<td>141</td>
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<tr>
<td>HAMILTON</td>
<td>1</td>
<td>77</td>
<td>84</td>
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<tr>
<td>HANCOCK</td>
<td>4</td>
<td>22</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>HICKMAN</td>
<td>4</td>
<td>20</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>HOWARD</td>
<td>20</td>
<td>46</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>BUTLAR</td>
<td>6</td>
<td>16</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>BUTLER</td>
<td>17</td>
<td>97</td>
<td>114</td>
<td></td>
</tr>
<tr>
<td>CAMERON</td>
<td>6</td>
<td>20</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>COWLEY</td>
<td>22</td>
<td>46</td>
<td>68</td>
<td></td>
</tr>
<tr>
<td>COX</td>
<td>15</td>
<td>33</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>CCMC</td>
<td>17</td>
<td>33</td>
<td>50</td>
<td></td>
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<tr>
<td>CHEYENNE</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>CH&gt;Anflammatory</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>CH&gt;Rotatory</td>
<td>5</td>
<td>10</td>
<td>15</td>
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</tr>
<tr>
<td>CH&gt;Other</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td></td>
</tr>
</tbody>
</table>

**Target Counties**

- FATAL: 65.0%
- A: 37.5%
- B: 50.0%

**Non-Target Counties**

- FATAL: 18.0%
- A: 12.5%
- B: 25.0%

**Total**

- FATAL: 52.0%
- A: 25.0%
- B: 36.0%

**Source:** Nebraska Department of Transportation

**FY 2016**

- FATAL: 52.0%
- A: 25.0%
- B: 36.0%

---

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

The approach utilized by the HSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts. Local agencies in counties not within the 23 priority counties may be considered for grant funding if data and information is able to justify a critical need and funding is available.

The problems identified, utilized by the HSO, are outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska’s fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.

Enter explanation of the deployment of resources based on the analysis performed.

The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf.

The TSEP program utilizes selective overtime enforcement mini-grants for law enforcement agencies to carry out planned activity in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

**Countermeasure Strategy Name**

Traffic Overtime Enforcement  
Short-term, High Visibility Seat Belt Law Enforcement  
Secondary Prevention  
Primary Prevention  
Occupant Protection (Adult and Child Passenger Safety)  
Law Enforcement Training  
Impaired Driving (Drug and Alcohol)  
High Visibility Enforcement  
High Visibility Cellphone/Text Messaging Enforcement  
Communication Campaign  
Communication Campaign  
Communication Campaign  
Child Restraint System Inspection Station(s)  
Alcohol Selective Overtime Enforcement & System Support

**HVE activities**

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

**HVE Campaigns Selected**

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-04-00-00</td>
<td>Occupant Protection Public Information &amp; Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>AL-2019-10-00-00</td>
<td>Alcohol Public Information &amp; Education</td>
<td>Secondary Prevention</td>
</tr>
<tr>
<td>SC-2019-35-00-00</td>
<td>Speed Public Information &amp; Education</td>
<td>Speed Overtime Enforcement &amp; System Support</td>
</tr>
</tbody>
</table>

**8 405(b) Occupant Protection Grant**

**Occupant protection information**

405(b) qualification status: Lower seat belt use rate State

**Occupant protection plan**

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

**Program Area**

Occupant Protection (Adult and Child Passenger Safety)
Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under §1300.11(d)(6).

Agencies planning to participate in CIOT

<table>
<thead>
<tr>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams Police Department</td>
</tr>
<tr>
<td>Alliance Police Department</td>
</tr>
<tr>
<td>Ashland Police Department</td>
</tr>
<tr>
<td>Bellevue Police Department</td>
</tr>
<tr>
<td>Blair Police Department</td>
</tr>
<tr>
<td>Boone County Sheriff's Office</td>
</tr>
<tr>
<td>Boyd County Sheriff's Office</td>
</tr>
<tr>
<td>Brown County Sheriff's Office</td>
</tr>
<tr>
<td>Buffalo County Sheriff's Office</td>
</tr>
<tr>
<td>Butler County Sheriff's Office</td>
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<tr>
<td>Cedar County Sheriff's Office</td>
</tr>
<tr>
<td>Central City Police Department</td>
</tr>
<tr>
<td>Chadron Police Department</td>
</tr>
<tr>
<td>Colfax County Sheriff's Office</td>
</tr>
<tr>
<td>Columbus Police Department</td>
</tr>
<tr>
<td>Cozad Police Department</td>
</tr>
<tr>
<td>Crete Police Department</td>
</tr>
<tr>
<td>Custer County Sheriff's Office</td>
</tr>
<tr>
<td>Dakota County Sheriff's Office</td>
</tr>
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<td>Dawson County Sheriff's Office</td>
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<td>Dixon County Sheriff's Office</td>
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<tr>
<td>Dodge County Sheriff's Office</td>
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<td>Douglas County Sheriff's Office</td>
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<td>Furnas County Sheriff's Office</td>
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<tr>
<td>Gering Police Department</td>
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<tr>
<td>Gosper County Sheriff's Office</td>
</tr>
<tr>
<td>Grand Island Police Department</td>
</tr>
<tr>
<td>Grant County Sheriff's Office</td>
</tr>
</tbody>
</table>
Enter description of the State’s planned participation in the Click-it-or-Ticket national mobilization.

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2019. The NDOT- Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 1, 2019, the HSO will conduct a paid media campaign for CIOT that will support the state’s designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of $150,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2019.

In addition to the nationally designated CIOT enforcement period of May 20 – June 2, 2019, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2019 Thanksgiving CIOT campaign will run November 17 – 25, 2018, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement expenditure will be $200,000 for an added 7,500 hours with the enforcement occurring during the November 17 – 25, 2018, designated time period.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

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

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.
Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 140

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

<table>
<thead>
<tr>
<th>Population Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>850000</td>
</tr>
<tr>
<td>Rural</td>
<td>1050000</td>
</tr>
<tr>
<td>At-risk</td>
<td>650000</td>
</tr>
</tbody>
</table>

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>Occupant Protection (Adult and Child Passenger Safety)</td>
</tr>
<tr>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2TR-2019-09-00-00</td>
<td>Child Passenger Safety Training</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
<tr>
<td>M2PE-2019-10-00-00</td>
<td>Occupant Protection Public Information and Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>M2CSS-2019-12-00-00</td>
<td>Child Passenger Safety CSS Purchase and Distribution</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

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

Estimated total number of classes 4

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

<table>
<thead>
<tr>
<th>Primary enforcement seat belt use statute</th>
<th>Occupant protection statute</th>
<th>Seat belt enforcement</th>
<th>High risk population countermeasure program</th>
<th>Comprehensive occupant protection program</th>
<th>Occupant protection program assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Countermeasure Strategy Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>Occupant Protection (Adult and Child Passenger Safety)</td>
</tr>
<tr>
<td>Communication Campaign</td>
</tr>
<tr>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
</tbody>
</table>

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-04-00-00</td>
<td>Occupant Protection Public Information &amp; Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>OP-2019-05-00-00</td>
<td>Occupant Protection Overtime Enforcement</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>PT-2019-27-00-00</td>
<td>Traffic Selective Overtime Enforcement</td>
<td>Traffic Overtime Enforcement</td>
</tr>
</tbody>
</table>
High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

- Short-term, High Visibility Seat Belt Law Enforcement
- Occupant Protection (Adult and Child Passenger Safety)
- Impaired Driving (Drug and Alcohol)
- Identification and Surveillance
- High Visibility Cellphone/Text Messaging Enforcement
- Communication Campaign
- Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP-2019-03-00-00</td>
<td>Occupant Protection Program Coordination</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>OP-2019-04-00-00</td>
<td>Occupant Protection Public Information &amp; Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>OP-2019-05-00-00</td>
<td>Occupant Protection Overtime Enforcement</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>OP-2019-14-00-00</td>
<td>Road Safety - Employers &amp; Employees Education Program</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>IS-2019-19-00-00</td>
<td>Youth Safety - Employers &amp; Employees Education Program</td>
<td>Youth</td>
</tr>
<tr>
<td>PT-2019-27-00-00</td>
<td>Traffic Selective Overtime Enforcement</td>
<td>Traffic Overtime Enforcement</td>
</tr>
<tr>
<td>OP-2019-38-00-00</td>
<td>Employer and Employee Occupant Protection Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>M2PE-2019-10-00-00</td>
<td>Occupant Protection Public Information and Education</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>M2CSS-2019-12-00-00</td>
<td>Child Passenger Safety CSS Purchase and Distribution</td>
<td>Child Restraint System Inspection Station(s)</td>
</tr>
<tr>
<td>M2OP-2019-13-00-00</td>
<td>Occupant Protection Information System</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
<tr>
<td>M2HVE-2019-14-00-00</td>
<td>Occupant Protection High-Visibility Enforcement</td>
<td>Short-term, High Visibility Seat Belt Law Enforcement</td>
</tr>
</tbody>
</table>

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 3/13/2017
9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

<table>
<thead>
<tr>
<th>Meeting Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4/2018</td>
</tr>
<tr>
<td>10/26/2017</td>
</tr>
<tr>
<td>4/19/2018</td>
</tr>
</tbody>
</table>

Enter the name and title of the State’s Traffic Records Coordinator

<table>
<thead>
<tr>
<th>Name of State’s Traffic Records Coordinator:</th>
<th>William Kovarik</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title of State’s Traffic Records Coordinator:</td>
<td>Traffic Safety Specialist</td>
</tr>
</tbody>
</table>

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

<table>
<thead>
<tr>
<th>System</th>
<th>Name</th>
<th>Agency</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>Anshasi, Abe</td>
<td>Federal Highway Administration</td>
<td>Division Safety and ITS Engineer</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Beedle, Cathy</td>
<td>Department of Motor Vehicles</td>
<td>Motor Vehicles Interstate Registration Administrator</td>
</tr>
<tr>
<td>Roadway</td>
<td>Beran, Matt</td>
<td>NDOT - Materials &amp; Research</td>
<td>Engineer</td>
</tr>
<tr>
<td>Injury Surveillance</td>
<td>Bietz, Jeanne</td>
<td>Department of Health and Human Services</td>
<td>Community Health Educator</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Bolzer, Drew</td>
<td>Lancaster County Sheriff’s Office</td>
<td>Deputy</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Buldoc, Colonel John</td>
<td>Nebraska State Patrol</td>
<td>Superintendent of Law Enforcement &amp; Public Safety</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Caha, Deb</td>
<td>Nebraska Crime Commission</td>
<td>IT Business Sys Analyst/Coordinator</td>
</tr>
<tr>
<td>NHTSA Region 7</td>
<td>Cannon, Sherri</td>
<td>National Highway Traffic Safety Administration</td>
<td>Regional Program Manager</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Caradori, Sean</td>
<td>Nebraska State Patrol</td>
<td>State Patrol Captain</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Christine Christopherson</td>
<td>Administrative Office of the Courts</td>
<td>Trial Court Services Director</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Clough, Tina</td>
<td>Nebraska Department of Motor Vehicles</td>
<td>Motor Vehicle Program Manager I</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Doggett, Dan</td>
<td>Nebraska State Patrol</td>
<td>State Patrol Lieutenant</td>
</tr>
<tr>
<td>Roadway</td>
<td>Dostal, Shane</td>
<td>City of Lincoln Public Works</td>
<td>City of Lincoln Public Works Manager</td>
</tr>
<tr>
<td>Citation/Adjudication</td>
<td>Fargen, Mike</td>
<td>Nebraska Crime Commission</td>
<td>IT Manager I, Information Services</td>
</tr>
<tr>
<td>Injury Surveillance</td>
<td>Fuller, Doug</td>
<td>Department of Health and Human Services</td>
<td>IT Business Systems Analyst, Public Health</td>
</tr>
<tr>
<td>Crash</td>
<td>Grant, Bob</td>
<td>Nebraska Department of Transportation</td>
<td>Highway Safety Manager</td>
</tr>
<tr>
<td>Injury Surveillance</td>
<td>Illian, Celeste</td>
<td>Department of Health and Human Services</td>
<td>Health Surveillance Specialist</td>
</tr>
<tr>
<td>Driver/Vehicle</td>
<td>Johnson, Betty</td>
<td>Nebraska Department of Motor Vehicles</td>
<td>Motor Vehicles Titles &amp; Registration Administrator</td>
</tr>
<tr>
<td>HSO</td>
<td>Kearns, Linda</td>
<td>NDOT - Highway Safety Office</td>
<td>Traffic Safety Specialist</td>
</tr>
<tr>
<td>Injury Surveillance</td>
<td>Khattak, Aemal</td>
<td>University of Nebraska - Lincoln</td>
<td>Professor and Associate Chair</td>
</tr>
<tr>
<td>Data User</td>
<td>Klosterboer, Laurie</td>
<td>Nebraska Safety Council</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Data User</td>
<td>Koepe, Eric</td>
<td>National Safety Council, Nebraska</td>
<td>President/CEO</td>
</tr>
<tr>
<td>HSO</td>
<td>Kovarik, Bill</td>
<td>NDOT - Highway Safety Office</td>
<td>Traffic Safety Specialist</td>
</tr>
</tbody>
</table>

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

2019 405c IPR Form for FY-19 CODES Linkage Final.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

Pages 6-8  NHTSA Traffic Records Assessment: The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (NDOT-HSO) within the Nebraska Department of Transportation (NDOT) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment September 14, 2015 to January 5, 2016. The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Nebraska’s traffic records system is capable of supporting management’s needs to identify the State’s safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State’s highway safety programs. The next assessment will be September 2020, which will provide a benchmark for progress on the recommendations from the 2016 assessment. Following are the major recommendations for improvements to the State’s traffic records system. Following each recommendation is a summary of the status (in italics).

Crash Records System - Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. Sean Owings (see project 4) NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This “point placement” will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system or other collection software database and into NDOT’s database. Mike Fargen (see project 4) Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Sean Owings (see projects 5 and 7)

Citation and Adjudication Records - Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. NCJIS - Mike Fargen (see project 14). This project has not been implemented. The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposal information. While the court information would only contain data on cases that are actually filed, and not ones that the prosecutor declines to file, one can infer from a lack of a court case that the filing was declined. There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS). The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically, but may be manually entered into the court system. This could be a training or programming issue that could be corrected. Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field. Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - Mike Fargen (see project 16). DUI cases are not currently tracked. However, all of the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It actually would also be possible to identify cases based upon the filing offenses. Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Mike Fargen (see projects 11 and 12)

Traffic Records Coordinating Committee (TRCC) - Develop basic quality metrics for each system component and report on them regularly. HSO – Bill Kovarik (see project 18).

Develop a traffic records inventory. HSO – Bill Kovarik (see project 17). The table has been created and coordination with data managers is in process. Develop data governance for all data systems. HSO – Bill Kovarik (see project 39)

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

Vehicle Records - Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Kathy Van Brocklin, Sara O’Rourke and Betty Johnson (see projects 22, 23, and 26)
**Nebraska Injury Surveillance System (NISS)** - Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Ashley Newmyer (see projects 27 - 31)*

**Roadway Information** - Allows access to roadway data for consumption and updates. *(project not implemented)* Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Mark Osborn (see project 37)*

**Strategic Planning** - Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2016 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Association of planned activity to an incentive:

<table>
<thead>
<tr>
<th>Planned activity Unique Identifier</th>
<th>Project Name</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure Strategy</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3DA-2015-01-00-00</td>
<td>E-Citations and Traffic Records Improvement</td>
<td>Implement electronic citation submission</td>
<td>Improves timeliness of a core highway safety database</td>
<td>Analyzing different strategies/possible use of TraCS and other systems.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a &quot;Smart Map&quot; Harmonized location referencing system</td>
<td>Improves accuracy of a core highway safety database</td>
<td>Testing new system.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Create a Data Dictionary for all data systems.</td>
<td>Improves completeness of a core highway safety database</td>
<td>Include edit checks/validation rules, detailed tax-based descriptions, and note which elements were captured through linkage.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NEM Guidelines</td>
<td>Improves integration of a core highway safety database</td>
<td>Update to adhere for data transfer to the courts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Citation Tracking</td>
<td>Improves completeness of a core highway safety database</td>
<td>Track citations from point of issuance to posting on the driver file, Planning counts system testing.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Establish a linked DUI system (MIDS)</td>
<td>Improves completeness of a core highway safety database</td>
<td>Linked to the driver system electronically with Driver Data and sanctions included. Include all citations written.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop Traffic Records inventory</td>
<td>Improves accuracy of a core highway safety database</td>
<td>Table created, working with data managers to complete.</td>
</tr>
<tr>
<td>M3DA-2015-14-00-00</td>
<td>Nebraska Crash Outcome Data Evaluation System</td>
<td>Linkage</td>
<td>Improves integration of a core highway safety database</td>
<td>Linked with driver, vehicle, crash databases.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data</td>
<td>Improves integration of a core highway safety database</td>
<td>Linked 2016 data. Reports are being created to make the data available.</td>
</tr>
<tr>
<td>M3DA-2015-15-00-00</td>
<td>EMS/E-Code Data Quality Project</td>
<td>Nebraska Emergency Medical Services Data Quality Improvement</td>
<td>Improves accuracy of a core highway safety database</td>
<td>85% of EMS services are using electronic forms to submit data to DDS. Expand edit check and validation rules.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E-CODE Data Quality Improvement</td>
<td>Improves accuracy of a core highway safety database</td>
<td>2017 reports were completed and recommendations sent to all providers.</td>
</tr>
<tr>
<td>M3DA-2015-17-00-00</td>
<td>Nebraska Injury Surveillance Enhancement</td>
<td>Identify gaps in the current injury surveillance systems.</td>
<td>Improves accuracy of a core highway safety database</td>
<td>Analyzing current accuracy and completeness of each injury surveillance system.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Track frequency, severity, &amp; nature of Injuries in MVC</td>
<td>Improves completeness of a core highway safety database</td>
<td>Create linkage for all injury surveillance systems.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>M3DA-2018-15-00</th>
<th>Traffic Records Program Coordination /Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide truly integrated data.</td>
<td>Improves integration of a core highway safety database</td>
</tr>
<tr>
<td>Improve quality control and quality improvement programs.</td>
<td>Improves accuracy of a core highway safety database</td>
</tr>
<tr>
<td>Allow access to data</td>
<td>Improves accessibility of a core highway safety database</td>
</tr>
<tr>
<td>Develop Data Governance</td>
<td>Overall management of the availability, usability, integrity, &amp; security of the data</td>
</tr>
</tbody>
</table>

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

| Driver's Electronic Crash Reporting System | Crash Records | Testing is complete. Planned launch mid-year 2018 |
| Investigator's Electronic Crash Reporting System | Crash Records | Analyzing different strategies/possible use of Tracks and other systems |
| PAR XSD Reporting System Upgrade | Crash Records | Selecting vendor to build a new crash database |
| Develop a "Smart Map" Harmonized location referencing system | Crash & citation/adjudication | Testing new system |
| Improve the data quality control program for the Crash data system | Crash Records | Implement performance measures and trend analysis to assess data quality |
| MMUCC Version 4.0 Compliant | Crash Records | Completed - MMUCC 5 Police Accident Report (PAR) was finalized |
| Improve the data dictionary for the Crash data system | Crash Records | Include edit checks/validation rules, detailed text-based descriptions, and notes which elements are captured through linkage |
| Improve the procedures/process flows for the Crash data system | Crash Records | Create process flow diagrams for collection, reporting and posting |
| Data Dictionary | Citation/Adjulation | Include edit checks/validation rules, detailed text-based descriptions, and notes which elements are captured through linkage |
| Improve the data quality control program for the citation/adjudication system | Citation/Adjulation | Implement performance measures and trend analysis to assess data quality |
| NIEM Guidelines | Citation/Adjulation | Update to adhere for data transfer to the courts |
| Citation Tracking | Citation/Adjulation | Track citations from point of issuance to posting on the driver file |
| Linkage | Citation/Adjulation | Linked with driver, vehicle, crash |
| Establish a SI wellness system | Driver & Citation/adjudication | Linked to the driver system electronically, with driver data and sanctions included. Include all citation writings |
| Develop Traffic Records inventory | TRCC Management | Table created, working with data managers to complete |
| Improve quality control and quality improvement programs. | TRCC Management | Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems |
| Completed a lifecycle cost consideration for projects | TRCC Management | To ensure long-term projects are successful beyond federal funding |
| Record address driving histories for non-commercial | Driver | ADMMiC developing a state-to-state system |
| Nebraska Emergency Medical Services Data Quality Improvement | EMS/Injury Surveillance | 83% of EMS services are using electronic forms to submit data to agency. Expand edit checks and validation rules |

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR-2019-30-00-00</td>
<td>Traffic Records</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>TR-2019-31-00-00</td>
<td>Nebraska State Patrol - TRACS</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-01-00-00</td>
<td>E-Citations and Traffic Records Improvement</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-14-00-00</td>
<td>Nebraska Crash Outcome Data Evaluation System</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-15-00-00</td>
<td>Nebraska EMS/E-code Data Quality Assessment and Improvement</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>M3DA-2019-16-00-00</td>
<td>Traffic Records Coordination / Training</td>
<td>Highway Safety Office Program Management</td>
</tr>
<tr>
<td>M3DA-2019-17-00-00</td>
<td>Nebraska Injury Surveillance Enhancement</td>
<td>Traffic Records Metrics</td>
</tr>
<tr>
<td>F1906CMD-2019-01-00-00</td>
<td>Improving Data Collection Methods and Reporting</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
<tr>
<td>F1906ER-2019-02-00-00</td>
<td>Review and Analysis of Collected Data</td>
<td>Review and Improve Racial Profiling Collection</td>
</tr>
</tbody>
</table>

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.
Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

The CODES system target from October 2017-present was to improve the percent of death certificate records linked to crash reports identifying a crash fatality above 85%. CODES data analyst, using linkage program LinkSolv, adjusted linkage variables and specifications to increase the percent of death records linked successfully to fatal crash records for data year 2016.

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

Documents Uploaded

2019 405c IPR Form for FY-19 CODES Linkage Final.pdf
FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Study Period Data.xlsx
FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Baseline Data.xlsx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's “Traffic Records Highway Safety Program Advisory” (DOT HS 811 644), as updated.

Date of Assessment: 1/4/2016

Requirement for maintenance of effort

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

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

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

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

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Executive Summary

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

About the Impaired Driving Task Force

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

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

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

Plan Approval

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

Input the date that the Statewide impaired driving plan was approved by the State’s task force:

Date impaired driving plan approved by task force: 5/8/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.
Nebraska Impaired Driving Task Force Members

<table>
<thead>
<tr>
<th>LAST NAME</th>
<th>FIRST</th>
<th>TITLE</th>
<th>AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bietz</td>
<td>Jeanne</td>
<td>Community Health Educator</td>
<td>Nebraska Department of Health &amp; Human Services</td>
</tr>
<tr>
<td>Bindle</td>
<td>Bailey</td>
<td>Leadership Council</td>
<td>Students Against Destructive Decisions</td>
</tr>
<tr>
<td>Cannon</td>
<td>Sherri</td>
<td>Regional Program Manager</td>
<td>National Highway Traffic Safety Administration</td>
</tr>
<tr>
<td>Christopherson</td>
<td>Christine</td>
<td>Administrator</td>
<td>Judicial Branch Education</td>
</tr>
<tr>
<td>Dorrick</td>
<td>Barb</td>
<td>Sr Partner</td>
<td>Research Associates</td>
</tr>
<tr>
<td>Draper</td>
<td>Sara</td>
<td>Program Specialist</td>
<td>MADD Nebraska State Office</td>
</tr>
<tr>
<td>Faber</td>
<td>Renee</td>
<td>Program Manager</td>
<td>Nebraska Department of Health &amp; Human Services</td>
</tr>
<tr>
<td>Falldorf</td>
<td>Robert</td>
<td>Chief of Police</td>
<td>Grand Island Police Department</td>
</tr>
<tr>
<td>Frazier</td>
<td>Andrea</td>
<td>State Program Manager</td>
<td>MADD Nebraska State Office</td>
</tr>
<tr>
<td>Hopkins</td>
<td>Megan</td>
<td>Project Manager</td>
<td>University of Nebraska-Lincoln</td>
</tr>
<tr>
<td>Illian</td>
<td>Celeste</td>
<td>Health Surveillance Specialist</td>
<td>Nebraska Department of Health &amp; Human Services</td>
</tr>
<tr>
<td>Kearns</td>
<td>Linda</td>
<td>Traffic Safety Specialist</td>
<td>NDOT Highway Safety Office</td>
</tr>
<tr>
<td>Klosterboer</td>
<td>Laurie</td>
<td>Executive Director</td>
<td>Nebraska State Patrol</td>
</tr>
<tr>
<td>Konfrst</td>
<td>Brenda</td>
<td>Captain</td>
<td>Nebraska State Patrol</td>
</tr>
<tr>
<td>Kovarik</td>
<td>Bill</td>
<td>Traffic Safety Specialist</td>
<td>NDOT Highway Safety Office</td>
</tr>
<tr>
<td>Lackey</td>
<td>Ken</td>
<td>Attorney - Legal</td>
<td>Nebraska Department of Motor Vehicles</td>
</tr>
<tr>
<td>Laird</td>
<td>Celeste</td>
<td>Forensic Laboratory Manager</td>
<td>Nebraska State Patrol - Crime Lab</td>
</tr>
<tr>
<td>Lindberg</td>
<td>Ryan</td>
<td>Deputy County Attorney</td>
<td>Douglas County Attorney's Office</td>
</tr>
<tr>
<td>Myers</td>
<td>Michael</td>
<td>Community Corrections Manager</td>
<td>Douglas County - Department of Corrections</td>
</tr>
<tr>
<td>O'Connor</td>
<td>Sheila</td>
<td>Vice President</td>
<td>Nebraska Trucking Association, Inc.</td>
</tr>
<tr>
<td>Otte</td>
<td>Kyle</td>
<td>Major</td>
<td>Nebraska State Patrol</td>
</tr>
<tr>
<td>Overman</td>
<td>Mark</td>
<td>Sheriff</td>
<td>Scotts Bluff County Sheriff's Office</td>
</tr>
<tr>
<td>Perry</td>
<td>Tim</td>
<td>Chief Deputy Probation Officer</td>
<td>Lancaster County Adult Probation</td>
</tr>
<tr>
<td>Sinion</td>
<td>Becky</td>
<td>Traffic Safety Specialist</td>
<td>NDOT Highway Safety Office</td>
</tr>
</tbody>
</table>

Tegeler    Phil  Executive Director
Van Brocklin Kathy Motor Vehicles Financial Responsibility Manager Nebraska Department of Motor Vehicles
Vieck Ed Assistant Attorney General Nebraska Attorney General's Office
Wagner Chris Executive Director Project Extra Mile
Wagner Terry Sheriff Lancaster County Sheriff's Office
White Rose Public Affairs Director AAA Nebraska
Zieg Dan Deputy County Attorney Lancaster County Attorney's Office
Zwonechek Fred Administrator NDOT Highway Safety Office

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

http://icsw.nhtsa.gov/nhtsawhatsup/tea21/tea21programs/pages/ImpairedDriving.htm

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention: 7-11
Criminal justice system: 13-15
Communication program: 16
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: 15
Program evaluation and data: 7, 4-6
Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following—(A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

Revised

<table>
<thead>
<tr>
<th>Documents Uploaded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nebraska Impaired Driving Plan FY2018 REVISED JUNE.pdf</td>
</tr>
</tbody>
</table>

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

<table>
<thead>
<tr>
<th>Motorcycle rider training course</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcyclist awareness program</td>
<td>Yes</td>
</tr>
<tr>
<td>Reduction of fatalities and crashes</td>
<td>No</td>
</tr>
<tr>
<td>Impaired driving program</td>
<td>No</td>
</tr>
<tr>
<td>Reduction of impaired fatalities and accidents</td>
<td>No</td>
</tr>
<tr>
<td>Use of fees collected from motorcyclists</td>
<td>No</td>
</tr>
</tbody>
</table>

Motorcycle rider training course

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

<table>
<thead>
<tr>
<th>State authority agency:</th>
<th>Nebraska Department of Motor Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>State authority name/title:</td>
<td>Rhonda Lahm, Director</td>
</tr>
</tbody>
</table>

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

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

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

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

<table>
<thead>
<tr>
<th>County or Political Subdivision</th>
<th>Number of registered motorcycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams</td>
<td>1101</td>
</tr>
</tbody>
</table>

Enter the total number of registered motorcycles in State.

54141

Motorcyclist awareness program

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

State authority agency: NDOT-Highway Safety Office
State authority name/title: Fred E Zwonechek/Administrator

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

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Performance Measure Name</th>
<th>Target Period(Performance Target)</th>
<th>Target End Year</th>
<th>Target Value(Performance Target)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>C-7) Number of motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>23.0</td>
</tr>
<tr>
<td>2019</td>
<td>C-8) Number of unhelmeted motorcyclist fatalities (FARS)</td>
<td>5 Year</td>
<td>2019</td>
<td>2.0</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>County or Political Subdivision</th>
<th># of MCC involving another motor vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas</td>
<td>116</td>
</tr>
<tr>
<td>Lancaster</td>
<td>76</td>
</tr>
<tr>
<td>Sarpy</td>
<td>21</td>
</tr>
<tr>
<td>Dodge</td>
<td>11</td>
</tr>
<tr>
<td>Hall</td>
<td>14</td>
</tr>
<tr>
<td>Lincoln</td>
<td>11</td>
</tr>
<tr>
<td>Platte</td>
<td>11</td>
</tr>
<tr>
<td>Washington</td>
<td>11</td>
</tr>
</tbody>
</table>

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.
Total # of MCC crashes involving another motor vehicle: 317

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Motorcycle Rider Training

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

<table>
<thead>
<tr>
<th>Planned activity unique identifier</th>
<th>Planned Activity Name</th>
<th>Primary Countermeasure</th>
</tr>
</thead>
<tbody>
<tr>
<td>M9MA-2019-01-00-00</td>
<td>Motorcycle Public Information and Education</td>
<td>Motorcycle Rider Training</td>
</tr>
<tr>
<td>M9MT-2019-02-00-00</td>
<td>Motorcycle Training Assistance</td>
<td>Motorcycle Rider Training</td>
</tr>
</tbody>
</table>

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Certification and Assurances - FY2019.pdf