September 2019

# Highway Safety Plan FY 2020 Nebraska

# Highway Safety Plan

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

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

# Highway safety planning process

Data Sources and Processes

#### INTRODUCTION

#### Mission Statement

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

Executive Summary

The Nebraska Department of Transportation (NDOT) Highway Safety Office (HSO) is responsible for developing and implementing effective strategies to reduce the state's traffic injuries and fatalities and traffic related injury and fatality rates. These strategies may take the form of the stand-alone projects and activities or more comprehensive long-term programs. Traditional, innovative, and evidence-based strategies are utilized. Staff members of the HSO are responsible for the administration of the federal NHTSA section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds. The Director of the NDOT as the designated Governor is Highway Safety Representative, while the HSO Administrator fulfills the role of the state's coordinator of the activity.

The HSO is an active and integral partner in the development and preparation of the Nebraska Strategic Highway Safety Plan (SHSP). In addition to the SHSP, the HSO Administrator serves in an advisory capacity to the Nebraska State Patrol's Motor Carrier Safety Assistance Program (MCSAP) Plan and the NDOT Highway Safety Improvement Program (HSIP) Plan. As a result, the HSO Administrator is in a position to assist in coordinating and maintaining continuity among the various plan targets with the HSO annual HSP. Two members of the HSO staff serve on the SHSP Interagency Safety Work Group that includes those that prepare the State's MCSAP and HSIP Plans. Many of the current critical strategies employed to address the problems identified in the HSIP are identical to the strategies contained in this HSP including fatalities, fatality rate and serious injuries. Nearly all of those involved in the SHSP development are also members of the ad hoc HSO Highway Safety Advocates group. The Nebraska Strategic Highway Safety Plan – 2017 – 2021 is located on the website at: http://dot.nebraska.gov/safety/shsp/.

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

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

The HSO is a federal grant program Section of the Division of Traffic Engineering within the NDOT. The federal fiscal year runs from the period of October 1 through September 30. The HSO is submitting the fiscal year 2020 (FY2020) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects by Program Area for FY2020, and additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

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

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

Section 405 Application (23 U.S.C. 405)

Occupant Protection Grant (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and overtime awards for law enforcement agencies.

State Traffic Safety Information System Improvements Grant (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.

Impaired Driving Countermeasures Grant (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.

Motorcyclist Safety Grant (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes. Maintenance of Effort (MOE) Requirement

The provision has been updated in the newest authorization (FAST Act) to require the State to maintain its

aggregate expenditures from the lead State agency for programs at or above the average level of such expenditures in fiscal years 2014 and 2015 to qualify for certain highway safety funding under Section 405 grants. As a condition of receiving grant funds, States will be required to certify in the Section 405 Grant Applications that they meet the applicable MOE requirements.

Nebraska's most recent MOE calculation (FY2018) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2014 and 2015, as was the requirement at the time of submission under MAP 21. On April 1, 2018, HSO submitted the State's FY2018 MOE, as required, to NHTSA.

Legislation

During the years 2015-2019, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

May 27, 2015 Allow Pedal-Pub Vehicles permitted to have license to sell alcohol and passenger to consume

August 28, 2015 Create new Auto-Cycle Vehicle definition and public roadway use

July 25, 2016 Clarifies right of way when bicycles and pedestrians cross roadways while using a path designed for pedestrians/bikes

April 11, 2018 Move Over law expanded to utility workers vehicles

July 18, 2018 Conditional operation of Autonomous Vehicles

July 18, 2018 Allows increasing speeds on non-state highway divided highway from 60 to 65 mph,

also allows increasing speed limit on state divided expressways from 65 to 70 mph

January 1, 2019 Change age from "up to 6" to "up to 8" for children riding in a federally approved child safety seat.

State Demographic Analysis

Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,929,268 on July 1, 2018, a 5.1 % increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 88.9 percent of the population is white, 5 percent black and 10.7 percent Hispanic. According to the Census, 24.8 percent of the population is under 18 years of age, 53.2 percent is between the ages of 18 and 65 and more than 15 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2018, there were 1,459,064 licensed drivers and 2,471,317 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 15 daily and 152 weeklies newspapers, broadcast media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

Highway Safety Planning Process

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

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



## HSP Program Planning Calendar

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

January –FebruaryJanuary –February	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on the website.
March - April	Determine revenue estimates, establish draft budget, and review internally. Grant proposals are solicited.
May	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review.
June	Draft the HSP including the Sections 402 and 405 grant application for review by NHTSA and program area experts. Review, print and formally submit the HSP for NHTSA review and approval.
July	Finalize contracts negotiation and approval. Respond promptly to NHTSA regarding any requests for additional information for the HSP application.
August –SeptemberAugust –September	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
October	Implement grants and contracts. Begin work on the Annual Report.

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

## **Processes Participants**

Highway Safety Partnerships

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

Federal, state and local government agencies:

Nebraska Supreme Court (Administrative Office of the Courts & Probation),

Nebraska Department of Transportation,

Nebraska Department of Motor Vehicles,

Federal Highway Administration,

Nebraska Liquor Control Commission,

Nebraska Attorney General,

Nebraska Commission on Law Enforcement and Criminal Justice,

National Highway Traffic Safety Administration, and

Governors Highway Safety Association. Hospitals, local health departments, law enforcement, etc.: Nebraska Hospital Association, Nebraska Nurses Association, Nebraska Department of Health and Human Services (DHHS), Nebraska Department of Education, and Nebraska State Patrol (NSP) Over 200 Sheriff's Offices and Police Departments, Nebraska Game & Parks Enforcement Division. University of Nebraska - Kearney - Nebraska Safety Center, University of Nebraska - Omaha, and University of Nebraska - Lincoln. Bryan Health Independence Center Advisory Committee, The Bridge Behavioral Health, Mary Lanning Healthcare, CHI St. Francis. CHI Good Samaritan. Four Corners Health Department, Lincoln/Lancaster County Health Department, Lincoln Fire and Rescue Three Rivers Health Department, and Sarpy/Cass Health Department. Non-profit organizations: Nebraska Mothers Against Drunk Driving, Nebraska Brain Injury Alliance National Safety Council, Nebraska, Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Safety Council, Inc., One World Community Health Centers, Inc., Keep Kids Alive, Drive 25, Safe Kids Nebraska, and Bike Walk Nebraska. Professional associations: Nebraska County Attorney's Association, Nebraska Trucking Association, Nebraska State Troopers Association, and Nebraska Medical Association Nebraska Sheriff's Association, and Police Officers Association of Nebraska.

The participating members of the Nebraska Advocates for Highway Safety are vital partners and collaborators

in the problem identification and priority determination process. Among the other groups that contribute are: Agriculture Safety Council of Nebraska, City of Omaha Prosecutor's Office, Douglas County Attorney's Office, DHHS CODES Data Management Team, DHHS, Injury Prevention Drive Smart Nebraska Coalition, Injury Prevention Planning Group, AAA Nebraska. Nebraska Motor Club Foundation, Nebraska Collegiate Consortium, Nebraska Operation Lifesaver Committee, Nebraska DHHS Preventive Health Advisory Committee, Nebraska Transportation Coalition, Nebraska Impaired Driving Task Force, Project Extra Mile, Students Against Destructive Decisions, and Traffic Records Coordinating Committee.

### Description of Highway Safety Problems

Problem Identification Process, Data Used and Participants

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

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

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

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition

of population, modes of transportation, system support, weather conditions, economic conditions, rural or urban, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

## Methods for Project Selection

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

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## List of Information and Data Sources

#### Traffic Safety Performance Measures

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

#### OUTCOME MEASURES:

- C-1. Traffic Fatalities (actual-FARS)
- C-2. Number of serious (disabling) injuries (State Crash Data)
- C-3. Fatality rate per 100M VMT (FARS, FHWA)
- C-4. Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)C-5.

Number of fatalities involving driver or motorcycle operator with .08 BAC or above (FARS)

- C-6. Number of speeding-related fatalities (FARS)
- C-7. Number of motorcyclist fatalities (FARS)
- C-8. Number of unhelmeted motorcyclist fatalities (FARS)
- C-9. Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10. Number of pedestrian fatalities (FARS)
- C-11. Number of bicyclist fatalities (FARS)

#### **BEHAVIOR MEASURE:**

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

- 1. Number of seat belt citations issued during grant-funded enforcement activities (Grant Activity Reports)
- 2. Number of impaired driving arrests made during grant funded enforcement activities (Grant Activity Reports)
- 3. Number of speeding citations issued made during grant-funded enforcement activities (Grant Activity Reports)
- The Fatal Analysis Reporting System (FARS) data "Traffic Safety Performance (Core Outcome) Measures for Nebraska" and calendar year state crash data, Standard Summary of Nebraska Motor Vehicle Traffic Accidents are being utilized. (A five-year baseline moving average is used in all core outcome measures except in the Behavior Measure).

## **Description of Outcomes**

#### Traffic Safety Performance Trends and Targets

1						Projections				
	PERFORMANCE MEASURES	(	2013	2014	2015	2016	2017	2018	2019	2020
C-1	Traffic Fatalities*++	Annual	211	225	246	218	228	230	233	239
		5-Year Rolling Average	203	204	215	222	226			
C-2	Serious Traffic Injuries++	Annual	1,536	1,620	1,520	1,588	1,478	1,394	1,478	1,442
		5-Year Rolling Average	1,732	1,667	1,621	1,585	1,548	-		
C-3	Fatalities per VMT*++	Annual	1.09	1.15	1.22	1.05	1.05	1.10	1.14	1.14
		5-Year Rolling Average	1.05	1.05	1.10	1.12	1.12			
C-4	Unrestrained Passenger Vehicle Occupant Fatalities*+	Annual	105	95	118	86	101	93	101	102
	A CONTRACTOR OF	5-Year Rolling Average	95	92	100	101	102			
C-5	Alcohol-Impaired Driving Fatalities	Annual	50	60	64	67	67	53	63	64
	(one-society)	5-Year Bolling Average	59	58	61	63.8	63	55	05	
C.6	Speeding Delated Catalities*+	Annual	30	10	37	36	37	41	42	42
	Specung related ratances +	5-Vear Polling Average	36	40	40	41	40			74
C-7	Motorcyclist Fatalities*+	Annual	14	20	25	20	27	23	23	24
	incorregence racances r	5-Year Bolling Average	18	19	21	20.2	21			
C-8	Unhelmeted Motorcyclist	S ICE INSING STOLED								
	Fatalities*	Annual	1	1	4	3	1	1	2	2
		5-Year Rolling Average	2	1	2	2	2	-		
C-9	Drivers Age 20 or Younger									
	Involved in Fatal Crashes"	Annual	39	34	39	26	35	40	35	35
		5-Year Rolling Average	39	35	35	55.2	35			40
C-10	Pedestrian Fatalities*+	Annual	12	9	19	12	20	25	1/	19
	Bin - Car Franklin Bir	5-Year Kolling Average	10	10	12	15.4	14			
C-11	Dicyclist Fatalities +	Annual	1	2	4	14			2	4
e		S-rear Noting Average	-		-	1.4	-			
4	CORE BEHAVIOR MEASURE									
B-1	Seat Belt Use***	Annusl	79.1%	79.0%	79.6%	83.3%	85.9%	86.0%	88.5%	90.4%
	ACTIVITY PERFORMANCE MEASURES	-								
A-1	Safety Belt Citations	Annual	3,030	2,790	1,914	1,837	2,503	N/A	N/A	N/A
A-2	Alcohol Impaired Driving Arrests	Annual	2,599	1,301	775	1,183	1,368	N/A	N/A	N/A
A-3	Speeding Citations	Annual	20,105	17,415	15,513	22,788	16,375	N/A	N/A	N/A
	FATAL, A AND B INJURY CRASH TARGETS									
1	Fatal, A and B Crashes**+	Annual	4,713	4,648	4,948	5,297	5,011	4,928	4,888	4,916
		5-Year Rolling Average	5,008	4,860	4,844	4,904	4,923			
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	550	576	567	579	553	529	552	542
		5-Year Rolling Average	604	594	591	585	565			
	Speed-Related Fatal, A and B Crashes**	Annual	334	339	250	282	231	317	255	238
		5-Year Rolling Average	375	358	317	299	287			
	Youth-Involved Fatal, A and B Crashes**	Annual	1,300	1,246	1,343	1,464	1,349	1,296	1,323	1,313
_		5-Year Rolling Average	1,487	1,388	1,341	1,351	1,340		_	
	All Other Factors, Fatal, A and B Crashes**+	Annual	3,829	3,733	4,131	4,418	4,227	3,452	3,993	4,022
-		5-Year Rolling Average	4,028	3,908	3,936	4,017	4,068			
	#Distracted Driver, Fatal, A and B Crashes**+	Annual	751	798	897	982	894	874	913	947
	Without the second second second	5-Year Rolling Average	750	753	793	844	864		_	
	Fatalities in Fatal, A and B Crashes**+	Annual	66	58	77	50	71	74	69	72
		5-Year Rolling Average	51	52	58	61	64			

Source: \*FARS, \*\*Nebraska State Crash Data, \*\*\*Nebraska Safety Belt Use Report

"Actual Numbers N/A - Not Applicable

^ Annual Targets are based on 5-year Rolling average trend projections for 2013 to 2020.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2018-2020. In order to stop the trend,

a two percent decrease was applied to each year's projection.

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

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

# Performance report

			4	Year				Projection	
Performance									
Identifier		2013	2014	2015	2016	2017	2018	2019	2020
C-1	Traffic Fatalities++	211	225	246	218	228	230.0	233.0	239.0
C-2	Serious Traffic Injuries^	1,536	1,620	1,520	1,588	1,478	1394.0	1478.0	1442.0
C-3	Fatalities Per 100 million VMT++	1.09	1.15	1.22	1.05	1.05	1.100	1.140	1.140
C-4	Occupant Fatalities	105	95	118	86	101	93	101	102
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)***+	60	60	65	62	67	53	63	64
C-6	Speeding-Related Fatalities	39	49	37	36	37	41	42	42
6.7	Motorcyclist Fatalities+	14	20	25	20	27	23	23	24
C.9	Unbelmeted Motorcyclist Estalities	1	1	4	3	1	1	25	27
0.0	Drivers Age 20 and Younger in Eatal Crashes	30	34	30	26	35	40	35	35
C-10	Dedectrian Estalities+	12	0	10	12	20	23	17	10
C.11	Bicyclist and Other Cyclist Establishes	- 12	2	4	1	3	0	2/	2
0.1	Observed Seat Belt Lise*	70.1%	70.0%	70 6%	92.2%	85.0%	86.0%	00 50/	00.4%
0-1	~ Nebraska Safety Belt Use Report ^ Nebras	ska Crash D	ata Sour	ce: Fatality	Analysis F	Reporting	System (FA	(RS)	50.476
	+Predictions based on a trend analysis predictive model in	dicated th	ese perfo	mance are	eas would	increase i	n 2016-20	18. In orde	er to stop
	the trend, a one per	rcent redu	ction was	applied to	each year	•			and a real of
	++ 2018 Nebraska HSIP Target set *** Based on the Highest BAC (	t on a redu	ction of th or Motore	e current	Involved	trend by	1%.		
	Activity Performance Measures~	2013	2014	2015	2016	2017	2018	2019	2020
	Safety Belt Citations Issued During						No	No	No
A-1	Grant Funded Enforcement Activities (FY)	3,030	2,790	1,914	1,837	2,503	Goals	Goals	Goals
	Alcohol Impaired Driving Arrests Made During	01203580	10000000	0.000	070.000	, 1759-455220	No	No	No
A-2	Grant-Funded Enforcement Activities (FY)	2,599	1,301	775	1,183	1,368	Goals	Goals	Goals
A-3	Grant-Funded Enforcement Activities (FY)	20 105	17 415	15 513	22 788	16 375	Goals	Goals	Goals
	"Source: NDOR-HSO - Annual Grant Reports	20,200			22,700	20,010			
	Catal A and B Injury Crack Targets	2012	2014	2015	2016	2017	2019	2010	2020
	Fatal, A and D injury Crash rangets	2015	2014	2015	2010	2017	2010	2019	2020
	Alcohol Impaired Estal A and B Injury Cracher	4,/15	4,040	4,948	5,297	5,011	4,920	4,000	4,910
	Speed Related Estal A and B Injury Crashes	330	320	250	282	221	317	255	242
	Specu-Neialeu Falai, A and B Injury Crashes	1 200	1 245	1 2/12	1 464	1 2/0	1 205	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 212
	All Other Factors - Fatal A and B Injury Crashes	3,820	3 733	4 131	4 412	4 227	3 452	3 993	4 022
	**Distracted Driver Fatal, A and B Injury Crashes	751	798	897	982	894	874	913	947
	Nighttime (6 p.m 6 a.m.) Unrestrained Fatalities in	151	/ 50	057	502	034	0/4	515	241
	Fatal Crashes	66	58	77	50	71	74	69	72
2 38	Fource Standard Summer of	Mahracha	Ctatowid	Ental A	and P lain	rior NDO	D		

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

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

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

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding- related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Fatal, A and B Crashes (State Crash Data)	In Progress
13	Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)	In Progress
13	Speed-Related Fatal, A and B Crashes (State Crash Data)	In Progress
13	Youth-Involved Fatal, A and B Crashes (State Crash Data)	In Progress
13	All Other Factors, Fatal, A and B Crashes (State Crash Data)	In Progress
13	Distracted Driver, Fatal, A and B Crashes (State Crash Data)*	In Progress
13	Nighttime (6 p.m6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	In Progress

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

Progress: In Progress

Program-Area-Level Report

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

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

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

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

Progress: In Progress

## Program-Area-Level Report

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

A consensus review that the declining trend in the number of annual traffic crash-related injuries appears to be a mirror image of the increasing observed safety belt use rate from 79% to 86% during the 2013 - 2017 period. With the expectation that both of these trends will continue, the predicted target of a decrease of 5.1 percent is within reach.

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

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

# fatalities, all seat positions (FARS)

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

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

#### Progress: In Progress

### Program-Area-Level Report

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

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

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

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

Progress: In Progress

#### Program-Area-Level Report

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

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

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

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

#### Progress: In Progress

## Program-Area-Level Report

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

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

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

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

## crashes (FARS)

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

#### Progress: In Progress

## Program-Area-Level Report

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

Nebraska is among the lowest in total pedestrian fatalities of all states but those that do occur are frequently challenging to address because there is usually almost no commonality to the contributing circumstances in these collisions. While countermeasure programs are limited, pedestrian fatalities still remains a target focus. The 2018 FARS numbers are not yet available but the final pedestrian fatalities increased by 49.3 percent to 20 in 2017.

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

## Data)

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

# Program-Area-Level Report

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

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

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

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

# Data)

Progress: In Progress

## Program-Area-Level Report

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

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

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

# Performance Measure: Distracted Driver, Fatal, A and B Crashes (State Crash

# Data)\*

Progress: In Progress

# Program-Area-Level Report

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

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

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

# Performance Measure: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A

# and B Crashes (State Crash Data)

Progress: In Progress

## Program-Area-Level Report

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

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

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

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

# Performance Plan

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

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

17	All Other Factors, Fatal, A and B Crashes (State Crash Data)	5 Year	2016	2020	4,022.00
18	Distracted Driver, Fatal, A and B Crashes (State Crash Data)*	5 Year	2016	2020	947.00
19	Nighttime (6 p.m6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	5 Year	2016	2020	72.00

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

## Performance Target details

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

# Performance Target Justification

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



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

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

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



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

#### Performance Target details

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

## Performance Target Justification

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



# Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

# fatalities, all seat positions (FARS)

#### Performance Target details

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

## Performance Target Justification

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



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

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

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



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

Performance Target details

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

## Performance Target Justification

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



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

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

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



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

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

## Performance Target Justification

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



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

# crashes (FARS)

#### Performance Target details

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

## Performance Target Justification

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



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

### Performance Target details

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

## Performance Target Justification

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

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

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

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



Performance Measure: B-1) Observed seat belt use for passenger vehicles, front

## seat outboard occupants (survey)

#### Performance Target details

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

## Performance Target Justification

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

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

Performance	Target Metric	Target Value	Target Period	Target Start
Target	Туре	-	-	Year



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

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



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

# Data)

## Performance Target details

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

## Performance Target Justification

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

based on past trends, by December 31, 2020.



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

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

## Performance Target Justification

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



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

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

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



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

## Data)

Performance Target details

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

## Performance Target Justification

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

Performance Measure: Distracted Driver, Fatal, A and B Crashes (State Crash

# Data)\*

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



Performance Measure: Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A

# and B Crashes (State Crash Data)

Performance Target Metric Target Type	Target Value	Target Period	Target Start Year
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Nighttime (6	Numeric	72.00	5 Year	2016
p.m6 a.m.)				
Unrestrained				
Fatalities in				
Fatal, A and B				
Crashes (State				
Crash Data)-				
2020				

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



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

I certify: Yes

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

Seat belt citations: 1,657

Fiscal Year A-1: 2018

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

Impaired driving arrests: 857

Fiscal Year A-2: 2018

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

Speeding citations: 13,347 Fiscal Year A-3: 2018

# Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

Highway Safety Communication Plan Paid Media In FY2020, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times. The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing: 8) social media/digital electronic ; and 9) print.

The HSO will use media methods for: 1) Occupant Restraints (Click It or Ticket); 2) Impaired Driving (Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over.); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (U Drive. U Text. U Pay.); 5) Motorcycle Safety (Share the Road); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).

The HSO also enhances the volume of paid media marketing/advertising during the national Click It or Ticket Mobilization, Impaired Driving Mobilization, and the additional designated Click It or Ticket Mobilization. Special Underage Drinking campaigns are conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday though the end of January. Additional, traffic safety messaging takes place in April for Distracted Driving Awareness Month, May for Motorcycle Awareness, 100 Days of Summer (occupant protection and distracted driving) and Child Passenger Safety, Seat Check Saturday in September and Drowsy Driving Awareness.

Public Information and Education Materials

In FY2020, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the HSO website at: http://dot.nebraska.gov/safety/hso/education/.

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

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

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

#### Earned Media

In FY2020, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

The HSO (along with Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation. The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

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

#### Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2020.

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

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (40% daytime and 60% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 22 Priority Counties (see above) FY2020 provides an additional 4,800+ hours of enforcement with approximately 55-65 agencies, most from rural areas of the State. Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

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

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



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

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

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties.

**Urban Population** 

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

and/or guardians.

HSO will support another 30 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 850,000 Nebraskans.

**Rural Population** 

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

HSO will support another 110 community check events that will reach approximately 1,200 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,050,000 Nebraskans (earned, paid and social media avenues). At-Risk Population (Rural and Nighttime)

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.

The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.

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

Rural nighttime fatalities show that 51 individuals were killed and 40 (78%) were unrestrained. Urban nighttime fatalities indicate that there were 22 individuals killed and 19 (86%) were unrestrained.

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

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019. It is estimated that the campaign will reach approximately 650,000 "at-risk" Nebraska families.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	239
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1,442.00
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2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	102
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	64.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	24.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	2.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	35.00
2020	C-10) Number 2020 5 Year of pedestrian fatalities (FARS)		5 Year	19.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	2.00
2020	20 B-1) Observed 2020 5 Year seat belt use for passenger vehicles, front seat outboard occupants (survey)		5 Year	90.40
2020	Fatal, A and B Crashes (State Crash Data)	2020	5 Year	4,916.00
2020	Alcohol- Impaired Fatal, A and B Crashes (State Crash Data)	2020	5 Year	542.00

2020	Speed-Related Fatal, A and B Crashes (State Crash Data)	2020	5 Year	238.00
2020	Youth-Involved Fatal, A and B Crashes (State Crash Data)	2020	5 Year	1,313.00
2020	All Other Factors, Fatal, A and B Crashes (State Crash Data)	2020	5 Year	4,022.00
2020	Distracted Driver, Fatal, A and B Crashes (State Crash Data)*	2020	5 Year	947.00
2020	Nighttime (6 p.m6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	2020	5 Year	72.00

#### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: Distracted Driving

Program Area: Communications (Media)

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Distracted Driving Public Information & Education

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

				PER 100 MILI	LION MILES	010101110112			
		2017	FAB			*Youth	*All Other	*Low	
Congressional		FAB	*Crash	*Alcohol	*Speed	16-20	Factors	Occ/Prot	2018
District	County	Crashes	Rate	Rate	Rate	Rate	Rate	Percentage	Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	lation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hig	Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage								
Data taken from 2	Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County 81%								
* Rates for county	* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for of Population								
Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19									
**Population info	**Population information is used to document the percentage of state's population represented.								
Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age. This project will provide funds to HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. HSO will assist local organizations with mini-grant agreements to increase public awareness in the 22 priority counties.

#### **Intended Subrecipients**

HSO, SADD and High Schools

Countermeasure strategies

	Countermeasure Strategy
Distracted Driving	
Distracted Driving	

Funding sources



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

## Countermeasure Strategy: Identification and Surveillance

Program Area: Communications (Media)

## **Project Safety Impacts**

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

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Rationale

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

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

#### Planned activities in countermeasure strategy

## Planned Activity: Youth Public Information & Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver's Seat, parent/teen driver agreements, SADD Chapters,

PER 100 MILLION MILES           Congressional District         Causty Causty         FAB FAB Crashe         *FAB Rate Rate         *Youth Rate Rate         *All Other Rate         *All Other Factors Rate         *Low QSC/Frot Rate         2016 Percentage           Three         Adams         58         22.91         3.16         0.79         10.27         18.96         61.33%         93.13.13         4.36         17.72         71.3%         49.615           One         Cuming         23         16.42         3.57         1.43         3.57         11.42         57.1%         8,940           Three         Davon         65         13.36         2.88         1.44         2.88         9.04         61.6%         23,709           One         Dodge         116         31.61         2.73         1.91         7.35         26.98         77.8%         36,791           Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.3%         31,616         7.67         31,717         71.28         35,185           Three         Gage         68         26.19         3.20         0.88         8.29         24.04         64.9%         31,217			N CO	EBRASKA P		OUNTIES FO	R FY2020	ž		
Congressional District         FAB Crashes         *FAB Rate         *Alcohol Rate         *Speed Rate         *Voit Rate         *Low Factors Rate         *Low Occ/Ptot Rate         *Low Opercentage           Three         Adams         58         22.91         3.16         0.79         10.27         18.96         61.356         31,511           One         Cuming         23         16.42         3.57         1.43         3.57         11.42         57.15%         8,940           Three         Dakota         38         18.87         3.97         0.50         3.97         14.40         61.5%         20,083           One         Dodge         1.16         31.61         2.73         1.91         7.36         26.98         77.8%         36,791           Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.3%         566,880           Three         Hall         18         26.49         2.40         0.28         4.51         23.81         81.7%         61,607           Three         Jefferson         20         2.284         5.71         1.14         4.57         15.99         51.1%         33,33.33				ontri entrior	PER 100 MILL	ION MILES	UNIONIAATE			
ThreeAdms5822.913.160.7910.2718.9661.3%41.511ThreeBuffalo14120.481.451.314.3617.7271.3%49.615OneCuming2316.423.571.433.5711.4257.158.940ThreeDawson6513.362.881.449.0461.5%22.0633OneDodge11631.612.731.917.3626.9877.8%36.791TwoDouglas1.52733.063.700.696.5228.6769.3%5566.880ThreeHall15826.492.400.284.5123.8181.7%61.607ThreeHall19826.492.400.284.5123.8181.7%61.607OneLancaster94837.203.810.788.7132.6186.7%337.22ThreeLincolo10916.321.501.053.2976.1%35.392ThreeHalls282.637.270.965.1325.9976.1%33.63OneMadison9229.522.570.965.1325.9976.1%33.63OneMadison9222.637.272.421.60472.4%33.63OneMadison9222.637.272.421.621.8377.4%33.63OneSaline282.63	Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three         Buffalo         141         20.48         1.43         1.31         4.36         1.7.2         71.38         49,615           One         Cuming         23         16.42         3.57         1.43         3.57         11.42         57.1%         8,940           Three         Dawson         65         13.36         2.88         1.44         2.88         9.04         61.65         23,709           One         Dodge         116         31.61         2.73         1.91         7.36         26.98         77.8%         36,739           One         Dodge         16         31.36         2.88         1.44         2.88         9.04         61.65         23,709           One         Dodge         168         2.71         3.11         9.69         5.5         28,67         69.35         56,680           Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.95         21,493           Three         Hall         188         26.49         2.40         0.28         4.51         23.61         86.7%         317,272           Three         Inferson         29         25	Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
One         Cuming         23         16.42         3.57         1.43         3.57         11.42         57.15         8,940           Three         Dakota         38         18.87         3.97         0.50         3.97         14.40         61.5%         20,083           Three         Dawson         65         13.36         2.88         1.44         2.88         9.04         61.5%         23,709           One         Dodge         116         31.61         2.73         1.91         7.36         26.98         77.8%         36,791           Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.35%         566.880           Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.9%         21,493           Three         Hall         188         26.49         2.40         0.28         4.51         23.81         81.7%         13.727         71.28         35,185           One         Lancaster         948         37.0         3.81         0.78         4.66         21.87         79.4%         33,63           Three         <	Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
Three         Dakota         38         18.87         3.97         0.50         3.97         14.40         61.5%         20,083           Three         Dawson         65         13.36         2.88         1.44         2.88         9.04         61.6%         23,709           One         Dodge         116         31.61         2.73         1.91         7.36         26.98         77.8%         36,79         1.91         7.36         26.98         77.8%         36,79         1.91         7.36         26.98         77.8%         36,79         1.91         7.36         26.98         77.8%         36,79         1.91         7.36         26.98         77.8%         36,79         1.440         45.72         28.67         69.3%         566,880         1.607         71.77         71.69         59.1%         6,007         7.07         71.68         8.71         32.61         86.7%         31.7,272         71.07         71.2%         35,185         50.99         76.1%         35,312         59.99         76.1%         35,363         31.72         71.4%         33,363         31.72         71.2%         35,185         50.96         5.13         25.99         76.1%         33,363         36.06	One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three         Dawson         65         13.36         2.88         1.44         2.88         9.04         61.6%         23,709           One         Dodge         116         31.61         2.73         1.91         7.36         26.98         77.8%         36,791           Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.3%         566,880           Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.9%         21,493           Three         Hall         188         26.49         2.40         0.28         4.51         23.81         81.7%         61,607           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,363           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         33,363           Three         Phelps         25.07	Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
One         Dodge         116         31.61         2.73         1.91         7.36         26.98         77.8%         36,791           Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.3%         556,880           Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.9%         21,493           Three         Jefferson         20         22.84         5.71         1.14         4.57         15.99         59.1%         7,097           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,385           One         Madison         92         25.5         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         6.11         18.33         68.0%         10,724         33,363           Three	Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
Two         Douglas         1,527         33.06         3.70         0.69         6.52         28.67         69.3%         566,880           Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.9%         21,493           Three         Hall         188         26.49         2.40         0.28         4.51         23.81         81.7%         61,603           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoin         1.09         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         9.2         29.52         2.57         0.96         5.13         25.99         76.1%         35,392           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Sainpy         335	One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Three         Gage         68         28.19         3.32         0.83         8.29         24.04         64.9%         21,493           Three         Hall         188         26.49         2.40         0.28         4.51         23.81         81.7%         61,607           Three         Lefferson         20         22.84         5.71         1.14         4.57         15.99         59.1%         7,097           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,392           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         13,363           Three         Saline         28	Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three         Hall         188         26.49         2.40         0.28         4.51         23.81         81.7%         61,607           Three         Jefferson         20         22.84         5.71         1.14         4.57         15.99         59.1%         7,097           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,722           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,383           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One         Saunders         43	Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three         lefferson         20         22.84         5.71         1.14         4.57         15.99         59.1%         7,097           One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,393           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43	Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
One         Lancaster         948         37.20         3.81         0.78         8.71         32.61         86.7%         317,272           Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,392           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Red Willow         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Sotts Bluff         96<	Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
Three         Lincoln         109         16.32         1.50         1.05         3.29         13.77         71.2%         35,185           One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,392           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Red Willow         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51<	One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
One         Madison         92         29.52         2.57         0.96         5.13         25.99         76.1%         35,392           Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Red Willow         28         24.43         5.24         0.87         6.11         18.33         68.0%         10,726           Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         1.757         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51 <td>Three</td> <td>Lincoln</td> <td>109</td> <td>16.32</td> <td>1.50</td> <td>1.05</td> <td>3.29</td> <td>13.77</td> <td>71.2%</td> <td>35,185</td>	Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
Three         Phelps         25         21.11         4.22         0.84         4.22         16.04         72.9%         8,996           One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Red Willow         28         24.43         5.24         0.87         6.11         18.33         68.0%         10,726           Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         5,01	One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
One         Platte         86         25.07         2.33         0.87         4.66         21.87         79.4%         33,363           Three         Red Willow         28         24.43         5.24         0.87         6.11         18.33         68.0%         10,726           Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         28         30.7         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash	Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
Three       Red Willow       28       24.43       5.24       0.87       6.11       18.33       68.0%       10,726         Three       Saline       28       22.63       7.27       2.42       1.62       12.93       57.4%       14,350         One/Two       Sarpy       336       24.36       1.74       0.51       6.09       22.11       89.4%       184,459         One       Saunders       43       17.57       0.82       1.63       4.49       15.12       69.4%       21,303         Three       Scotts Bluff       96       31.24       1.30       0.98       7.48       28.96       74.4%       35,989         One       Washington       51       25.58       2.51       0.50       6.52       22.57       76.5%       20,667         Three       Wayne       28       32.70       3.50       3.50       10.51       25.70       62.3%       9,403         1,554,831       Statewide       5,017       23.88       2.63       0.89       5.10       20.36       74.3%       1,929,268         Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage       1,554,831       1,43       61.89       <	One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three         Saline         28         22.63         7.27         2.42         1.62         12.93         57.4%         14,350           One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         28         32.70         3.50         3.50         10.51         25.70         62.3%         9,403           22 County Population         5,017         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         1,554,831         1         9.43         1,929,268           Statexin from 2017 Standard Summaries, Fatal, A & B (FAB) In	Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
One/Two         Sarpy         336         24.36         1.74         0.51         6.09         22.11         89.4%         184,459           One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         28         32.70         3.50         1.051         25.70         62.3%         9,403           5tatewide         5,017         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         1,554,831         1,929,268         81%         61         1,929,268         81%         67         81%         67         81%         67         81%         67         81%         67         81%         67         60         60         60         60         60 <td>Three</td> <td>Saline</td> <td>28</td> <td>22.63</td> <td>7.27</td> <td>2.42</td> <td>1.62</td> <td>12.93</td> <td>57.4%</td> <td>14,350</td>	Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One         Saunders         43         17.57         0.82         1.63         4.49         15.12         69.4%         21,303           Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         28         32.70         3.50         3.50         10.51         25.70         62.3%         9,403           Z County Population         1,554,831           Statewide         5,017         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         1,554,831         1,929,268         81%         674.3%         1,929,268         81%         81%         67 Population         81%         67 Population         81%         67 Population         1,929,268         81%         67 Population	One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
Three         Scotts Bluff         96         31.24         1.30         0.98         7.48         28.96         74.4%         35,989           One         Washington         51         25.58         2.51         0.50         6.52         22.57         76.5%         20,667           Three         Wayne         28         32.70         3.50         3.50         10.51         25.70         62.3%         9,403           Z2 County Population         Statewide         5,017         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         20.36         74.3%         1,929,268           Blue at taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County         81%         of Population           ** Rates for county alcohol, speed, youth, and other factors are based on county crash reports for         81%         of Population           ** Coc.Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6         806 (4/19)           *** U.S. Census Bureau Population Estimate as of 7/1/2018.         Revised 6/4/19         Revised 6/4/19           *** Population information is used to document the percentage of state's population represente	One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
One ThreeWashington5125.582.510.506.5222.5776.5%20,667Three2832.703.503.5010.5125.7062.3%9,40322 County PopulationStatewide5,01723.882.630.895.1020.3674.3%1,929,268Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection UsageData taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County81%* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.81%* Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B InjuriesRevised 6/4/19** U.S. Census Bureau Population Estimate as of 7/1/2018.Revised of state's population reported.** Population information is used to document the percentage of state's population reported.NDOT Histowers Sefety Office PO Ser 04652 Lipsela NE	Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
Three       Wayne       28       32.70       3.50       10.51       25.70       62.3%       9,403         22 County Population         Statewide       5,017       23.88       2.63       0.89       5.10       20.36       74.3%       1,929,268         Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County       81%         * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for       81%         Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.       *0cc/Prot. Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6       ***         **U.S. Census Bureau Population Estimate as of 71/2018.       Revised 6/4/19       ***         **Population information is used to document the percentage of state's population represented.       NDOT. Histoway Safety Office, DO Serv 04652, Licacle NE	One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
22 County Population       1,554,831         Statewide       5,017       23.88       2.63       0.89       5.10       20.36       74.3%       1,929,268         Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage       81%       81%       81%         Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County       81%       81%         * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for       81%       67 Population         Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.       80       81%         * Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6       81%       81%         ** U.S. Census Bureau Population Estimate as of 71/2018.       Revised 6/4/19       81%         ** Population information is used to document the percentage of state's population represented.       NDOT Histoway Safety Office, DO Sam 04552, Lianala NE	Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
Statewide         5,017         23.88         2.63         0.89         5.10         20.36         74.3%         1,929,268           Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage         0	7	22 County Pop	ulation	C 58	460 200	5.0 		2 518 2 518		1,554,831
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage       81%         Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County       81%         * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for       81%         Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.       *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6         **U.S. Census Bureau Population Estimate as of 7/1/2018.       Revised 6/4/19         **Population information is used to document the percentage of state's population represented.       NDOT Histoway Sefety Office, DO Sey 04512, Historic NES		Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Bata taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County       81%         * Rates for county alcohol, speed, youth, and other factors are based on county crash reports for       of Population         Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.       *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6         **U.S. Census Bureau Population Estimate as of 7/1/2018.       Revised 6/4/19         **Population information is used to document the percentage of state's population represented.       NDOT. Histoway Safety Office, DO Say 04512, Historic NIS	Blue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	h and Red ind	icates Low Oc	cupant Prot	ection Usage		2
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6 **U.S. Census Bureau Population Estimate as of 7/1/2018. **Population information is used to document the percentage of state's population represented. Nobresta 2017 data is the mest surgent data for the EX2020 Blan	Data taken from 2	2017 Standard Su	ummaries, Fatal	. A & B (FAB)	Injuries, Stat	ewide and Co	unty			81%
** U.S. Census Bureau Population Estimate as of 7/1/2018.  ** Population information is used to document the percentage of state's population represented. Nebraska 2017 data is the most surrout data for the EX2020 Plan Provided by: NDOT History Safety Office, PO Bay 24612, Lincole NE	* Rates for count Fatal, A and B typ	y alcohol, speed, e injury crashes j	youth, and oth per 100 million	er factors are miles per co	e based on cou unty using 201	unty crash rep 17 Annual Veh	oorts for hicles Miles -	NDOT.		of Population
**Population information is used to document the percentage of state's population represented.	**ILS Census Bu	reau Population	Form the 2017 S	landard Sum	imaries, Fatal,	A and B Injur	ies crashes -	Pevised 6/4/1	9	
Nobraska 2017 data is the most surrout data for the EV2020 Blan Browided by NDOT Hisbury Safety Office _DO Bay 04512 Lincole NE	**Population inf	read Population	to document th	e percentar	e of state's po	nulation repre	ecented	neviseu 0/4/1	1	
	Nebracka 2017 d	ata is the most s	rrent data for t	he EV2020 D	lan Drovi	dad by: NDO	E Highway Sa	faty Offica DC	Box 04612	colo NE

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



## **Intended Subrecipients**

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



#### Countermeasure strategies

Countermeasure Strategy	
Identification and Surveillance	
Youth	

#### Funding sources

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

# Planned Activity: Traffic Safety Public Information & Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver's attitudes and behaviors.

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

### **Intended Subrecipients**

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

### Countermeasure strategies

	Countermeasure Strategy
Identification and Surveillance	
Traffic Safety	

#### Funding sources

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

## Planned Activity: Drowsy Driving Public Information & Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### Intended Subrecipients

HSO, high schools, hospitals and local health departments

#### Countermeasure strategies

	Countermeasure Strategy
Drowsy Driving	
Identification and Surveillance	

### Funding sources

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

## Planned Activity: Motorcycle Public Information and Education Planned activity number: M9MA-2020-01-00-00

Primary Countermeasure Strategy ID:

## Planned Activity Description

Motorcycle Safety Training

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

Motorcycle Public Information & Education (Communication Campaign)

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

Communication campaign (405F)

TARGET:

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

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

Objectives

• The objectives of this project are to; increase the public's knowledge, in targeted counties, to reduce the incidence of motorcycle crashes, increase motorcycle awareness with the motoring public, and support traffic safety messaging through media campaigns, social media, education and enforcement.

• The objectives are to increase the educational messages to priority counties, across the state, through funding specifically aimed at supporting motorcycle awareness, to motivate the public to look for motorcyclists, and encourage law enforcement to provide citations when the law is not followed.

Mass Media campaign

Organization/Stakeh	P I amp E	Frequency	Reach
oldel			

AllOver Media	Motorcycle Awareness Activity	April – JuneApproximately 30 target communities amp trucks running statewide April – JuneApproximately 30 target communities amp trucks running statewide	10,000,000 impressions statewide and 63,000 in target community
Drive Smart NE Coalition	Meetings amp Activity	Quarterly	50 members
Sheriff's Association	Share The Road Messaging	Spring	2,600 distribution
Brain Injury Alliance – NE	Use Your Head Wear Your Helmet	SummerBillboardsSu mmerBillboards	1,600,000 impressions

#### Communication campaign (405F)

#### Earned Media

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

### **Intended Subrecipients**

#### HSO and safety councils

### Countermeasure strategies

Count	ermeasure Strategy
Identification and Surveillance	
Motorcycle Rider Training	

### Funding sources

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

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

Program Area: Communications (Media)

#### **Project Safety Impacts**

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

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

## Rationale

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

Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
Ben the second	22 County Pop	ulation	1210038	1		1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1998 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1998 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	2 <b>- 1</b> 2 - 10	96 <b>6</b> 6 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
ue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	h and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County		20 m.	81
Rates for coun atal, A and B ty	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 milli	ther factors	are based or r county usir	n county cras ng 2017 Annu	sh reports fo Jal Vehicles	or Miles - NDOT	t.	of Populatio

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Alcohol Public Information & Education

Planned activity number: AL-2020-10-00-00 Primary Countermeasure Strategy ID:

## Planned Activity Description

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

#### **Intended Subrecipients**

#### HSO

#### Countermeasure strategies

Countermeasure Strategy
Impaired Driving (Drug and Alcohol)
Secondary Prevention

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Alcohol (FAST)	\$400,000.00	\$100,000.00	\$100,000.00

## Planned Activity: Alcohol Public Information and Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

#### HSO

#### Countermeasure strategies

Countermeasure Strategy
Impaired Driving (Drug and Alcohol)
Secondary Prevention

#### Funding sources

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

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

Program Area: Communications (Media)

## **Project Safety Impacts**

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

### Linkage Between Program Area

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

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

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

#### Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

NEBRASKA PRIORITY COUNTIES FOR FY2020									
		CC	JUNTY CRASH	I RATE compa	ared to STATE	CRASH RATE			
	PER 100 MILLION MILES								
Congressional	2017 FAB *Youth *All Other *Low							2019	
District	County	Crashes	Rato	Rate	Rato	Rato	Rate	Percentage	Population**
Three	Adams	58	22.91	3 16	0.79	10.27	18.96	61 3%	31 511
Three	Buffalo	1/1	20.48	1.45	1 31	4.36	17.72	71.3%	/9 615
One	Cuming	23	16.42	3.57	1.31	3.57	11.72	57.1%	49,015
Three	Dakota	23	18.87	3.97	0.50	3.97	14.40	61.5%	20.083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36.791
Two	Douglas	1.527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21.493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61.607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7.097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	lation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hig	gh Crash Rates for	r Alcohol, Spe	ed and Youth	n and Red ind	icates Low Oc	ccupant Prote	ection Usage		
Data taken from <b>2</b>	1017 Standard Sur	mmaries, Fatal	i, A & B (FAB)	Injuries, Stat	ewide and Co	ounty			81%
* Rates for county	ι alcohol, speed, γ	outh, and oth	er factors are	e based on co	unty crash rej	ports for			of Population
Fatal, A and B type	Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.								
*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bur	**U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19								
**Population information is used to document the percentage of state's population represented.									

## Rationale

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Occupant Protection Public Information and Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding provided to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grant agreements, and special educational related equipment purchases. HSO will carry out campaigns to increase belt use by providing mini-grant funds to organization that support occupant protection at the community level and to organizations that can reach a diverse audience in our 22 Priority Counties.

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.

The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.

Crashes

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

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

#### Location: County Road Crashes

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

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

Urban

#### Location: Urban Traffic Crashes

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

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

### **Intended Subrecipients**

#### Public Health Agencies and Safety Organizations

#### Countermeasure strategies

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

#### Funding sources

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

## Planned Activity: Occupant Protection Public Information & Education

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

Primary Countermeasure Strategy ID:

Planned Activity Description

#### Intended Subrecipients

#### HSO

Countermeasure strategies

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

#### Funding sources

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

## Program Area: Distracted Driving

## Description of Highway Safety Problems

Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement

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

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

#### Associated Performance Measures

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

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving
High Visibility Cellphone/Text Messaging Enforcement

## Countermeasure Strategy: Distracted Driving

#### Program Area: Distracted Driving

### **Project Safety Impacts**

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

### Linkage Between Program Area

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

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers,

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

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

Nebraska Priority Counties

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For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Distracted Driving Public Information & Education

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

		N	EBRASKA F	PRIORITY C	OUNTIES F	OR FY2020			
	COUNTY CRASH RATE compared to STATE CRASH RATE								
				PER 100 MIL	LION MILES				
Congressional		2017 EAR	FAB *Crach	*Alcohol	*Snood	*Youth 16-20	*All Other	*Low	2018
District	County	Crashos	Pato	Pato	Pato	Rato	Pato	Porcontago	Population**
Three	Adams	Clasiles	22.01	2 16	0.70	10.27	18.06	Fercentage	21 511
Three	Ruffalo	1/1	22.91	1.45	1 21	10.27	17.70	71 3%	/0 615
One	Cuming	141	16 42	2.43	1.31	4.50	11.72	57 1%	45,015
Three	Dakata	20	10.42	2.07	0.50	2.07	14.40	57.170 61 E%	20.082
Three	Dakota	50	10.0/	3.57	1.44	3.37	9.04	61.5%	20,083
Ono	Dawson	116	31 61	2.00	1.99	7.36	26.98	77.8%	25,705
Two	Douglas	1 5 2 7	33.01	2.75	0.69	6.52	20.50	69.3%	566 880
Three	Corro	1,527	29.10	3.70	0.05	9.32	20.07	64.9%	21 /02
Three	Gage	100	20.15	2.40	0.85	0.25 4 51	24.04	04.3% 81.7%	21,493
Three	lofforcon	200	20.45	5 71	1 14	4.51	15.00	50 1%	7 097
Ono	Lancastor	20	37.20	3.71	0.78	9.71	32 61	86.7%	317 272
Three	Lincoln	109	16 32	1.50	1.05	3.79	13 77	71.2%	35 185
One	Madicon	105	20.52	2.50	0.96	5.12	25.00	76 1%	25 202
Three	Pholos	25	23.32	4.22	0.90	4.22	16.04	70.1%	55,592 8 996
One	Pheips	25	21.11	9.22	0.04	4.22	21.04	72.3%	33 363
Three	Pad Willow	28	23.07	5.24	0.87	6.11	18 33	68.0%	10 726
Three	Salino	20	24.43	7.24	2 42	1.62	17.02	57 4%	14,720
Ono/Two	Same	20	22.05	1.27	0.51	6.00	22.11	90.4%	194,550
One	Saundara	350	24.30	1./4	1 62	4.40	15 12	60 4%	21 202
Three	Scotte Bluff	45	21.24	1 20	0.02	7.49	28.96	74.4%	25,000
Ono	Washington	50	25 58	2 51	0.50	6.52	20.50	74.4%	20 667
Three	Wayno	28	32 70	3.50	3.50	10.52	25.70	62.3%	9 403
	22 County Popu	lation 20	52.70	5.50	3.30	10.51	23.70	02.370	1.554.831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hig	h Crash Rates fo	r Alcohol, Spe	ed and Yout	h and Red ind	licates Low O	ccupant Prote	ection Usage		
Data taken from 2	017 Standard Su	mmaries, Fata	I, A & B (FAB)	) Injuries, Stat	ewide and Co	ounty			81%
* Rates for county	alcohol, speed, ۱ ا	outh, and oth	ner factors are	e based on co	ounty crash re	ports for			of Population
Fatal, A and B typ	e injury crashes p	er 100 million	miles per co	unty using 20	17 Annual Ve	hicles Miles -	NDOT.		
*Occ/Prot Percen	tage are taken fro	om the 2017 S	tandard Sum	maries, Fatal,	A and B Inju	ries Crashes -	Box 6		
**U.S. Census Bur	eau Population E	stimate as of	7/1/2018.				Revised 6/4/1	9	
**Population info	rmation is used to	o document tl	ne percentage	e of state's po	opulation repr	esented.			
Nebraska 2017 da	ta is the most cu	rrent data for	the FY2020 P	lan Provi	ded by: NDO1	r Highway Saf	ety Office, PO	Box 94612, Line	coln NE

local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age. This project will provide funds to HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. HSO will assist local organizations with mini-grant agreements to increase public awareness in the 22 priority counties.

# Intended Subrecipients

HSO, SADD and High	Schools
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Countermeasure strategies

Countermeasure Strategy	
Distracted Driving	
Distracted Driving	

Funding sources



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

## Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement Program Area: Distracted Driving

## **Project Safety Impacts**

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

## Linkage Between Program Area

### Problem Identification Process, Data Used and Participants

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

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Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics

may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

#### Planned activities in countermeasure strategy

## Program Area: Identification & Surveillance

### Description of Highway Safety Problems

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

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

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		2017	FAB			*Youth	*All Other	*Low	
Congressional District	County	FAB Crashes	*Crash Rate	*Alcohol Rate	*Speed Rate	16-20 Rate	Factors Rate	Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
and still a defense	22 County Pop	ulation	12 124 2		2	35	2 9 Y 2 10 10		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County		80	819
Rates for count atal, A and B ty	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 milli	ther factors ion miles pe	are based of r county usin	n county cras ng 2017 Annu	sh reports fo ual Vehicles	or Miles - NDOT	:	of Population

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	NEBRASKA PRIORITY COUNTIES FOR FY2020								
	COUNTY CRASH RATE compared to STATE CRASH RATE								
				PER 100 MILI	LION MILES				
		2017	FAB			*Youth	*All Other	*Low	
Congressional	-	FAB	*Crash	*Alcohoi	*Speed	16-20	Factors	Occ/Prot	2018
District	County	Crashes	Kate	Kate	Kate	Kate	Kate	Percentage	Population
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	lation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hig	gh Crash Rates fo	r Alcohol, Spe	ed and Youth	h and Red ind	licates Low O	ccupant Prot	ection Usage		
Data taken from 2	2017 Standard Sur	mmaries, Fata	I, A & B (FAB)	) Injuries, Stat	ewide and Cc	ounty			81%
* Rates for county	/ alcohol, speed, y	youth, and oth	ner factors are	e based on co	ounty crash re	ports for			of Population
Fatal, A and B type	e injury crashes p	er 100 million	miles per co	unty using 20	17 Annual Ve	hicles Miles -	NDOT.		
*Occ/Prot Percen	tage are taken fro	om the 2017 S	tandard Sum	maries, Fatal,	A and B Inju	ries Crashes -	Box 6	2000	
**U.S. Census Bur	reau Population E	stimate as of I	7/1/2018.				Revised 6/4/1	9	
**Population info	rmation is used to	o document th	ne percentage	e of state's pc	opulation repr	resented.			
Nebraska 2017 da	ata is the most cur	rrent data for ·	the FY2020 P	lan Provi	ded by: NDO7	T Highway Saf	etv Office, PO	Box 94612, Line	coln NF

#### Associated Performance Measures

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

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

#### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: Drowsy Driving

Program Area: Identification & Surveillance

## **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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		со	UNTY CRASH	RATE compa	red to STATE	CRASH RATE			
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
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	22 County Pop	ulation	( ) (S	400 800					1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	h and Red ind	icates Low O	ccupant Prot	ection Usage		2
Data taken from 2	2017 Standard Su	ummaries, Fatal	, A & B (FAB)	Injuries, Stat	ewide and Co	unty			81%
* Rates for count	y alcohol, speed,	youth, and oth	er factors are	e based on co	unty crash rep	ports for			of Population
Fatal, A and B typ	e injury crashes p	per 100 million	miles per co	unty using 201	L7 Annual Vel	nicles Miles -	NDOT.		
*Occ/Prot Percer	ntage are taken fr	rom the 2017 S	tandard Sum	maries, Fatal,	A and B Injur	ries Crashes -	- Box 6		
**U.S. Census Bu	reau Population	Estimate as of 7	/1/2018.				Revised 6/4/1	9	
**Population info	ormation is used t	to document th	e percentage	e of state's po	pulation repr	esented.			
Nebraska 2017 da	ata is the most cu	ırrent data for t	he FY2020 P:	lan Provi	ded by: NDO1	r Highway Sa	fety Office, PC	) Box 94612, Lin	coln NE

## Rationale

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

	Unique Identifier	Planned Activity Name
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IS-2020-29-00-00	Drowsy Driving Public Information & Education
	Laucation

## Planned Activity: Drowsy Driving Public Information & Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### **Intended Subrecipients**

HSO, high schools, hospitals and local health departments

#### Countermeasure strategies

	Countermeasure Strategy
Drowsy Driving	
Identification and Surveillance	

#### Funding sources

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

## Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Identification & Surveillance

### **Project Safety Impacts**

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

### Linkage Between Program Area

### Rationale

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Youth Program Coordination

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## Intended Subrecipients

#### HSO

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

### Funding sources

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

## Planned Activity: Traffic Safety Program Coordination

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## Intended Subrecipients

HSO

Countermeasure strategies

Countermeasure Strategy

Highway Safety Office Program Management

### Funding sources

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

## Countermeasure Strategy: Traffic Safety

Program Area: Identification & Surveillance

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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				PER 100 MILL	ION MILES				
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Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Popu	ulation	( ) 28 <sup>3</sup> ( ) 284	100 100			0	1	1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Youth	and Red ind	icates Low Oc	cupant Prot	ection Usage		0
ata taken from :	2017 Standard Su	Immaries, Fatal	, A & B (FAB)	Injuries, State	ewide and Co	unty			819
Rates for count atal, A and B typ	y alcohol, speed, e injury crashes p	youth, and oth per 100 million	er factors are miles per cou	e based on cou unty using 201	unty crash rep .7 Annual Veh	oorts for nicles Miles -	NDOT.		of Population
Occ/Prot Percer	ntage are taken fr	om the 2017 S	tandard Sum	maries, Fatal,	A and B Injur	ies Crashes -	Box 6		

### Rationale

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

Planned activities in countermeasure strategy

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

## Planned Activity: Traffic Safety Public Information & Education

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver's attitudes and behaviors.

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

#### **Intended Subrecipients**

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

#### Countermeasure strategies

Countermeasure Strategy	
Identification and Surveillance	
Traffic Safety	

### Funding sources

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

## Countermeasure Strategy: Youth

Program Area: Identification & Surveillance

## **Project Safety Impacts**

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

## Linkage Between Program Area

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Rationale

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

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

		со	UNTY CRASH	RATE compa	red to STATE	CRASH RATE			
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	ulation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hi	gh Crash Rates fo	or Alcohol, Spee	ed and Youth	and Red ind	icates Low O	cupant Prot	ection Usage		
Data taken from 2	2017 Standard Su	Immaries, Fatal	, A & B (FAB)	Injuries, State	ewide and Co	unty			81%
* Rates for count Fatal, A and B typ	y alcohol, speed, e injury crashes p	youth, and oth per 100 million	er factors are miles per cou	e based on cou unty using 201 marios Eatal	unty crash rep 17 Annual Vel	ports for hicles Miles -	NDOT.		of Population
**ILS Census Bu	reau Population	Estimate as of 7	/1/2018	maries, Fatal,	A and B inju	ies crasnes -	Pevised 6/4/1	9	2
**Population info	ormation is used	to document th	e nercentage	e of state's po	nulation repr	esented		<u>ੱ</u>	
Nabaala 2017 d	ata is the most of	reast data for t	he EV2020 D	lan Browi	dod by: NDOI	- Highway Sa	faty Offica DC	Roy 04612 Lin	colo NE

## Planned Activity: Youth Public Information & Education

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver's Seat, parent/teen driver agreements, SADD Chapters, Power of Parents and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.







## Intended Subrecipients

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

## Countermeasure strategies

Countermeasure Strategy				
Identification and Surveillance				
Youth				

## Funding sources

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

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

### Description of Highway Safety Problems

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

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Associated Performance Measures

Fiscal Year	Performance	Target End Year	Target Period	Target Value					
	measure name								
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
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Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,720
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	ulation	1.2 - 1 - 2 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5	280 AM (1997) 284		26 - 20 - 20 - 20 - 20 - 20 - 20 - 20 -	1		1,554,833
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
lue indicates Hi Pata taken from Rates for coun atal, A and B ty Occ/Prot Perce	gh Crash Rates for 2017 Standard S ty alcohol, speed pe injury crashe ntage are taken f	or Alcohol, Spe Summaries, Fa d, youth, and o s per 100 milli from the 2017	ed and Yout tal, A & B (F, ther factors ion miles pe Standard Su	th and Red in AB) Injuries, are based or r county usir mmaries. Fa	dicates Low Statewide an n county cras ng 2017 Annu tal. A and B	Occupant Pr d County sh reports fo al Vehicles Iniuries Cras	otection Usag or Miles - NDOT shes - Box 6	ge	819 of Population

#### NEBRASKA PRIORITY COUNTIES FOR FY2020

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

2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	239
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	64.00
2020	Fatal, A and B Crashes (State Crash Data)	2020	5 Year	4,916.00

			-	
2020	Alcohol- Impaired Fatal, A and B Crashes (State Crash Data)	2020	5 Year	542.00
2020	Nighttime (6 p.m6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	2020	5 Year	72.00

#### Countermeasure Strategies in Program Area

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

# Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

## Rationale

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

Planned activities in countermeasure strategy

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

# Planned Activity: Alcohol Program Coordination

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

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

## Planned Activity Description

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

### **Intended Subrecipients**

HSO

## Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

### Funding sources

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

Congressional	County	2017 FAB	FAB *Crash Bate	*Alcohol	*Speed	*Youth 16-20	*All Other Factors	*Low Occ/Prot	2018
Three	Adams	58	22.01	3 16	0.70	10.27	18.06	Fercentage	31 51
Three	Buffalo	1/1	20.48	1.45	1 31	4 36	17.72	71 3%	49.61
One	Cuming	23	16.42	3.57	1.43	3.57	11.72	57 1%	45,01
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61 5%	20.08
Three	Dawson	65	13 36	2.99	1.44	2.99	0.04	61.5%	20,00
One	Dodge	115	31.61	2,00	1.01	7 36	26.08	77.8%	36.70
Two	Douglas	1 5 2 7	33.06	3 70	0.69	6.52	20.50	60 3%	566 99
Three	Gare	1,527	28 10	3.20	0.03	8 20	20.07	64.0%	21.49
Three	Hall	188	26.15	2.40	0.05	4.51	24.04	81 7%	61 60
Three	lefferson	20	20.45	5.71	1.14	4.51	15.00	50 1%	7.00
One	Lancaster	0/8	37.20	3.91	0.78	9.71	32.61	96.7%	317 27
Three	Lincoln	109	16 32	1.50	1.05	3.20	13.77	71.2%	35 18
One	Madison	02	20 52	2.57	0.96	5.13	25.00	76.1%	35 30
Three	Phelos	25	21.11	1.22	0.84	4.22	16.04	70.1%	8 00
One	Platte	86	25.07	2 33	0.87	4.66	21.87	79.4%	33 365
Three	Red Willow	28	24.43	5 24	0.87	6.11	18 33	68.0%	10 72
Three	Saline	20	22 63	7.27	2.42	1.62	12.03	57.4%	14 35
One/Two	Sarny	336	24.36	1 74	0.51	6.09	22.11	89.4%	184.45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21 30
Three	Scotts Bluff	96	31 24	1 30	0.98	7.48	28.96	74.4%	35 98
One	Washington	51	25 58	2.51	0.50	6.52	22.50	76.5%	20.66
Three	Wayne	28	32 70	3.50	3.50	10.52	25.70	62.3%	9.40
inice	22 County Pon	ulation	52.70	5.50	5.50	10.51	23.70	02.570	1 554 83
	Statewide	5.017	23.88	2 63	0.80	5 10	20.36	74 3%	1 929 269
Hue indicates H Data taken from Rates for cour	igh Crash Rates for 2017 Standard stan	or Alcohol, Spe Summaries, Fa d, youth, and o	ed and You tal, A & B (F ther factors	th and Red in AB) Injuries, are based o	dicates Low Statewide an n county cras	Occupant P nd County sh reports f	Protection Usag	ge	819 of Population
atal, A and B ty Occ/Prot Perce	rpe injury crashe entage are taken ureau Populatior	s per 100 mill from the 2017 n Estimate as c	ion miles pe Standard Su of 7/1/2018.	r county usin Immaries, Fa	ng 2017 Annu tal, A and B	ual Vehicles Injuries Cra	s Miles - NDOT ashes - Box 6 Revised 6/4/:	19	
*Population in Nebraska 2017	formation is use	ed to document	the percent	age of state's O Plan P	s population Provided by: N	represente	d. vay Safety Offi	ce, PO Box 946	12, Lincoln NE
*Occ/Prot Perce **U.S. Census Bi **Population in Nebraska 2017	entage are taken ureau Populatior formation is use data is the most	from the 2017 n Estimate as c ed to document current data fr FAST Act NHTSA 4	Standard Su of 7/1/2018. The percent or the FY202 Alco 02 (FAS	age of state's O Plan P Phol ST)	tal, A and B s population provided by: M \$100,000	Injuries Cra represente NDOT Highy 0.00 \$2	ashes - Box 6 Revised 6/4/: d. vay Safety Offi 5,000.00	19 <u>ce, PO Box 946</u> \$0.00	

# Countermeasure Strategy: Primary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

# **Project Safety Impacts**

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

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

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Rationale

Congressional		2017 FAB	FAB *Crash	*Alcohol	*Speed	*Youth 16-20	*All Other Factors	*Low Occ/Prot	2018
District	County	Crashes	Rate	Rate	Rate	Rate	Rate	Percentage	Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
and a set of the set	22 County Pop	ulation	1.2 4 4 4 5 5	1		10 - 10 <b>- 10 - 10</b> - 10 - 10 - 10 - 10 - 10 - 10	17 <del>19 1</del> 9 19 10		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	0.000
ata taken from	2017 Standard S	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County			819
Rates for count atal, A and B ty	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 milli from the 2017	ther factors ion miles pe Standard Su	are based or r county usir	n county cras ng 2017 Annu tal. A and B	sh reports fo Ial Vehicles	or Miles - NDOT shes - Box 6	r.	of Populatio

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

#### Planned activities in countermeasure strategy

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

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

Planned activity number: AL-2020-06-00-00 Primary Countermeasure Strategy ID:

## Planned Activity Description

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

### **Intended Subrecipients**

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

#### Countermeasure strategies

	Countermeasure Strategy
Primary Prevention	

## Funding sources

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

# Planned Activity: Support of Evidence-Based Environmental Strategies Planned activity number: AL-2020-18-00-00 Primary Countermeasure Strategy ID:

## Planned Activity Description

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

#### **Intended Subrecipients**

#### Project Extra Mile

Countermeasure strategies

Countermeasure Strategy
Primary Prevention

### Funding sources

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

# Planned Activity: Project Night Life Expansion

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

Omaha Police Department

Countermeasure strategies

Countermeasure Strategy

Primary Prevention

#### Funding sources

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

# Countermeasure Strategy: Secondary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process

annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

	1	Same and	100 March 100 Ma	En 100 miles	ION MILLO			44	
Congressional	County	2017 FAB	FAB *Crash	*Alcohol	*Speed	*Youth 16-20	*All Other Factors	*Low Occ/Prot	2018 Population**
Three	Adams	Cidsiles EQ	22.01	2 16	0.70	10.27	19.06	61 2%	21 51
Three	Buffalo	1/1	20.48	1.45	1 21	10.27	17.72	71 2%	10 61
One	Cuming	23	16.42	3.57	1.01	3.57	11 / 2	57.1%	45,01
Three	Dakota	38	18.87	3.97	0.50	3.07	14.40	61.5%	20.08
Three	Dawson	55	13 36	2.99	1.44	2.99	0.04	61.5%	20,00
One	Dodge	116	31.61	2.00	1.91	7.36	26.98	77.8%	36.70
Two	Douglas	1 5 2 7	33.06	3 70	0.69	6.52	28.50	60.3%	566.89
Three	Gare	68	28 19	3.32	0.83	8 29	24.04	64.9%	21 40
Three	Hall	188	26.49	2 40	0.05	4.51	23.81	81.7%	61.60
Three	lefferson	20	22.45	5.71	1 14	4.57	15.99	59.1%	7.09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317.27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35.18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35.39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33.36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10.72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Pop	ulation	1.2			100 million (1997) 1997	10 H 10 H 10		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
ue indicates Hig	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries.	Statewide an	d County		10.0	81
Rates for count	y alcohol, speed	d, youth, and o s per 100 milli	ther factors	are based or r county usin	n county cras	sh reports fo al Vehicles	or Miles - NDOT	ç,	of Populatio

## Rationale

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

#### outcomes.

#### Planned activities in countermeasure strategy

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

# Planned Activity: Alcohol Public Information & Education

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

### Intended Subrecipients

#### HSO

#### Countermeasure strategies

Countermeasure Strategy	
Impaired Driving (Drug and Alcohol)	
Secondary Prevention	

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Alcohol (FAST)	\$400,000.00	\$100,000.00	\$100,000.00

Planned Activity: Alcohol Selective Overtime Enforcement Planned activity number: AL-2020-12-00-00 Primary Countermeasure Strategy ID: Planned Activity Description Funding is for the state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement, which includes but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving crackdowns. Law enforcement agencies shall identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preferred status for the priority counties is always considered. Participating agencies receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems, supplies, and replacement materials, may be provided and/or supported to maintain the state existing breath testing infrastructure.

#### **Intended Subrecipients**

State and Local Law Enforcement

Countermeasure strategies

	Countermeasure Strategy	
Secondary Prevention		

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Alcohol (FAST)	\$245,000.00	\$61,250.00	\$220,500.00

# Planned Activity: Enforcing Underage Drinking Laws

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

This grant provides funding to the HSO to use the mini-grant agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders may also coincide with state and national impaired driving crackdowns. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 22 target counties, however all counties maybe provided funding as deemed appropriate.Intended Subrecipients

State and Local Law Enforcement

Countermeasure strategies

Countermeasure Strategy

Secondary Prevention

#### Funding sources

	Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
		FAST Act NHTSA 402	Alcohol (FAST)	\$40,000.00	\$10,000.00	\$20,000.00
2	2020	FAST Act NHTSA 402	Alcohol (FAST)			

# Planned Activity: Traffic Training

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### **Intended Subrecipients**

Law Enforcement and Safety Advocates

#### Countermeasure strategies

	Countermeasure Strategy	
Secondary Prevention		

#### Funding sources

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

# Planned Activity: Prosecutorial Response to DUI Crime

Planned activity number: AL-2020-39-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### **Intended Subrecipients**

Attorney General's Office

#### Countermeasure strategies

	Countermeasure Strategy	
Secondary Prevention		

#### Funding sources

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

# Planned Activity: Judicial Prosecution Training

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

Supreme Court

#### Countermeasure strategies

Countermeasure Strategy
Secondary Prevention

### Funding sources

Source Fiscal Year	urce Fiscal Funding Year Source ID		Estimated Funding Amount	Match Amount	Local Benefit	
	FAST Act NHTSA 402	Alcohol (FAST)	\$20,000.00	\$5,000.00	\$0.00	

# Planned Activity: DRE / ARIDE Training and Recertification

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

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

### Intended Subrecipients

#### HSO

#### Countermeasure strategies

	Countermeasure Strategy	
Secondary Prevention		

### Funding sources

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

# Planned Activity: Alcohol Selective Overtime Enforcement & System Support Planned activity number: M6X-2020-05-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

State and Local Law Enforcement

Countermeasure strategies

Countermeasure Strategy

Secondary Prevention

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

# Planned Activity: Alcohol Public Information and Education

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

# Intended Subrecipients

#### HSO

#### Countermeasure strategies

Countermeasure Strategy
Impaired Driving (Drug and Alcohol)
Secondary Prevention

#### Funding sources

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

# Planned Activity: Special Enforcement Mini-Grants

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### Intended Subrecipients

Law Enforcement Local

#### Countermeasure strategies

	Countermeasure Strategy	
Secondary Prevention		

#### Funding sources

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

# Planned Activity: NE State Patrol Toxicology Services

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### **Intended Subrecipients**

State Patrol

Countermeasure strategies

Countermeasure Strategy	
Secondary Prevention	

### Funding sources

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

# Countermeasure Strategy: Tertiary Prevention

Program Area: Impaired Driving (Drug and Alcohol)

### **Project Safety Impacts**

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

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

#### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
and the second second	22 County Pop	ulation	121000	2	18 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	342 342	2 -	52	1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from Rates for coun atal, A and B ty	2017 Standard S ty alcohol, speed pe injury crashe	Summaries, Fa d, youth, and o s per 100 milli	tal, A & B (F ther factors on miles pe	AB) Injuries, are based of r county usin	Statewide an n county cras ng 2017 Annu	d County sh reports fo al Vehicles	or Miles - NDOT	1	81 of Populatio

### Rationale

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

#### Planned activities in countermeasure strategy

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

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

# Planned Activity: Felony Motor Vehicle Prosecution Unit

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

Douglas County, Douglas County Attorney's Office

Countermeasure strategies

	Countermeasure Strategy
Tertiary Prevention	

### Funding sources

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

# Planned Activity: Court Monitoring Evaluation and Education Project

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

#### community education and outreach.

#### **Intended Subrecipients**

#### Mothers Against Drunk Driving (MADD)

Countermeasure strategies

Countermeasure Strategy	
Certiary Prevention	

#### Funding sources

]

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

# Program Area: Motorcycle Safety

## Description of Highway Safety Problems

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

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

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Nebraska Priority Counties

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Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
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Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
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One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
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One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
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Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
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Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Pop	ulation	12 10 10			100 and	10 H 12 H 10		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
ue indicates Hi ata taken from	gh Crash Rates fo	or Alcohol, Spe Summaries, Fa	ed and You tal, A & B (F	t <mark>h</mark> and <mark>Red in</mark> AB) Injuries,	i <mark>dicates Low</mark> Statewide an	Occupant Pr	otection Usag	ge	81
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#### Associated Performance Measures

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

#### Countermeasure Strategies in Program Area

	Countermeasure Strategy	
Motorcycle Rider Training		

# Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

#### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	ulation	219	400	1.4		2 949 1 948		1,554,831
1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
lue indicates Hig	gh Crash Rates fo	r Alcohol, Spee	ed and Yout	h and Red ind	icates Low Oc	cupant Prot	ection Usage		
ata taken from 2	017 Standard Su	mmaries, Fatal	A & B (FAB)	Injuries, State	ewide and Co	unty			81%
Rates for county stal, A and B type	y alcohol, speed, e injury crashes p	youth, and othe per 100 million i	er factors are miles per cou	e based on cou unty using 201	unty crash rep 17 Annual Veh A and B Iniur	oorts for hicles Miles -	NDOT.		of Population

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

## Rationale

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

#### Planned activities in countermeasure strategy

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

## Planned Activity: Motorcycle Public Information and Education

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Motorcycle Safety Training

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

Motorcycle Public Information & Education (Communication Campaign)

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

Communication campaign (405F)

TARGET:

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

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

Objectives

• The objectives of this project are to; increase the public's knowledge, in targeted counties, to reduce the incidence of motorcycle crashes, increase motorcycle awareness with the motoring public, and support traffic safety messaging through media campaigns, social media, education and enforcement.

• The objectives are to increase the educational messages to priority counties, across the state, through funding specifically aimed at supporting motorcycle awareness, to motivate the public to look for motorcyclists, and encourage law enforcement to provide citations when the law is not followed.

Mass Media campaign

Organization/Stakeh older	P I amp E	Frequency	Reach
AllOver Media	Motorcycle Awareness Activity	April – JuneApproximately 30 target communities amp trucks running statewide April – JuneApproximately 30 target communities amp trucks running statewide	10,000,000 impressions statewide and 63,000 in target community
Drive Smart NE Coalition	Meetings amp Activity	Quarterly	50 members
Sheriff's Association	Share The Road Messaging	Spring	2,600 distribution
Brain Injury Alliance – NE	Use Your Head Wear Your Helmet	SummerBillboardsSu mmerBillboards	1,600,000 impressions

Communication campaign (405F)

#### Earned Media

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

### **Intended Subrecipients**

#### HSO and safety councils

#### Countermeasure strategies

	Countermeasure Strategy
Identification and Surveillance	
Motorcycle Rider Training	

### Funding sources

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

Planned Activity: Motorcycle Training Assistance Planned activity number: M9MT-2020-02-00-00

Primary Countermeasure Strategy ID:

# Planned Activity Description

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

### Intended Subrecipients

State authority agency Nebraska Department of Motor Vehicles

State authority name/title Rhonda Lahm, Director

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

Approved Curricula Motorcycle Rider Safety Foundation Course

Motorcycle Safety Education

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

Key behavioral and cognitive aspects associated with safely operating a motorcycle.

Facilitated discussions on topics such as perception, peripheral vision, visual acuity, reaction time, the effects of aging, crash avoidance tactics, common traffic scenarios, curve strategies, distracted riding, and effects of impaired riding (alcohol and/or drugs).

Location and operation of the controls and pre-ride procedures.

Balance and control of the motorcycle at varied speeds.

Riding skills and evasive maneuvers (accelerating, braking, cornering, swerving, and crossing an obstacle).

Use and wear of proper riding gear.

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the DMV approved beginning/experienced rider course providers from the Nebraska Motorcycle Safety Education Sponsor list. The NDOT-Highway Safety Office (HSO) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the NDOT-HSO provides support for the cost of training and updates of designated Nebraska instructor trainers.

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

The NDOT-HSO provides DMV with grant funding assistance so that they are able to increase the number and frequency of such compliance audits to assure the quality and consistency of the motorcycle safety instruction

that is offered. The NDOT-HSO and DMV jointly participate as Nebraska's membership on the State Motorcycle Safety Administrator's Association in order to remain informed regarding rider training's best practices and emerging issues.

Nebraska Motorcycle Rider Training

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2020, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the "Motorcycle Rider Safety Foundation Course" (BRC).

July 2018 – June 2019 Course Schedule

Coun ty					Year				Cour se Sche dule				
Ada ms Coun ty – Centr al Com muni ty Colle ge – Hasti ngs													
Ada ms	2018		8/25- 26	9/15- 16		9/22- 23	9/29- 30	10/1 3-14					
Ada ms	2019		4/6-7	4/13- 14		4/20- 21	5/11- 12	5/18- 19		6/1-2	6/8-9	6/15- 16	
Buff alo Coun ty - Nebr aska Safet y Cent er – Univ ersity of Nebr aska - Kear ney													
Buff alo	2018	7/14- 15		7/28- 29		8/18- 19	8/25- 26	9/8-9		9/15- 16			

Buff alo	2019	4/27- 28		5/4-5	5/18- 19	6/1-2	6/15- 16				
Dako ta Coun ty - West ern Iowa Moto rcycl e Train ing, LLC											
Dako ta	2018	6/29- 7/1		7/27- 29	8/10- 12	8/24- 26	9/7-9	9/21- 22			
Dako ta	2019	4/12- 14		4/26- 28	5/3-5	5/10- 12	5/17- 19	6/14- 16	6/21- 23	6/28- 30	
Doug las Coun ty - Dilli on Brot hers Harle y- Davi dson - Oma											
Doug	2018		6/26- 7/1	7/3-8	7/10-	7/17- 19	7/24-	7/31-	8/7-	8/11-	8/14- 19
145			8/21- 26	8/28- 30	9/4-9	9/11- 16	9/18- 23	9/25- 30	10/2- 4	10/2- 7	10/1 6-21
Lanc aster Coun ty – Nebr aska Safet y Coun cil - Linc oln											
Lanc aster	2018		7/6-8	7/27- 29	8/3-5	8/24- 26	9/7-9	9/14- 16	9/21- 23	10/5- 7	10/1 2-14
			10/1 9-21								
Lanc aster	2019		5/17- 19	5/24- 26	5/31- 6/2	6/7-9	6/14- 16	6/21- 23	6/28- 30		

Lanc aster Coun ty - Sout heast Com										
ty Colle ge - Linc oln										
Lanc aster	2018	6/29- 7/1	7/13- 15	7/27- 29	8/10- 11	8/24- 26	9/7-9	9/21- 23	10/5- 7	
Lanc aster Coun ty – Front ier Harle										
y- Davi dson										
Linc oln										
Lanc aster	2018	7/10- 12	7/17- 19	7/24- 26	7/31- 8/2	8/7-9	8/14- 16	8/21- 23	8/28- 30	9/4-6
		9/11- 13	9/18- 20	9/25- 28	10/2- 4					
Lanc aster	2019	4/2-4	4/9- 11	4/16- 18	4/23- 25	4/30- 5/2	5/7-9	5/14- 16	5/21- 23	5/28- 30
		6/4-6	6/25- 27	10				10		
Madi son Coun ty - Nort										
heast Com muni										
Colle ge - Norf olk										
Madi	2018	7/27-29	8/3-5	9/28- 30	10/5- 7					
Madi son	2019	6/21- 23	6/28- 30							

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

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

Lancaster CountyLincoln, NELancaster CountyLincoln, NE	Nebraska Safety Council	3270 Folkways Blvd., Ste. 201	Lincoln, NE 68504
Lancaster CountyLincoln, NELancaster CountyLincoln, NE	Southeast Community CollegeLincoln Campus Southeast Community CollegeLincoln Campus	8800 O St.	Lincoln, NE 68520
Lancaster CountyLincoln, NELancaster CountyLincoln, NE	Frontier Harley Davidson	205 NW 40th St.	Lincoln, NE 68528
Lincoln County North Platte, NELincoln County North Platte, NE	Mid Plains Community College	1101 Halligan Dr.	North Platte, 69101
Madison CountyNorfolk, NEMadison CountyNorfolk, NE	Northeast Community CollegeNorfolk CampusNortheast Community CollegeNorfolk Campus	801 E. Benjamin Ave	Norfolk, NE 68702- 0469
Sarpy CountyBellevue/Papi llion, NESarpy CountyBellevue/Papi llion, NE	Nebraska Motorcycle Safety Training, Division of Sarpy County Law Enforcement	1209 Golden Gate Dr.	Papillion, NE 68005

As of June 2019

Nebraska 2018 Motorcycle Registration Data

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

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

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

County or Political Subdivision Number of registered motorcycles

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

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

Source: Nebraska Department of Motor Vehicles - 2018

#### Motorcycle Awareness Program

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

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

Source: Nebraska Department of Transportation - 2018

#### Countermeasure strategies

	Countermeasure Strategy
Motorcycle Rider Training	

### Funding sources

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

2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)			
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# Program Area: Occupant Protection (Adult and Child Passenger Safety) Description of Highway Safety Problems

Nebraska Occupant Protection Plan

How Significant is the Problem?

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

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

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

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

2.4% in rural counties were not in safety seat/booster seats and 2.7% in urban counties.

What is the Nebraska Target?

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

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

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

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

Conditions and Factors:

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.

The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.

In alcohol-involved fatal crashes, there were 55 fatalities reported in 2017 and 94% (47) were unbelted vehicle occupant fatalities.

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

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

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

#### Location: Rural Traffic Crashes

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

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

#### Location: County Road Crashes

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

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

#### Urban

#### Location: Urban Traffic Crashes

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

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

#### Nebraska Occupant Protection Coordination

The NDOT-HSO Traffic Safety Specialist, Simera Reynolds, serves as the State's Occupant Protection Coordinator. The NDOT-HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2020 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use.

**Occupant Protection Planned Activities** 

#### Location: Nighttime Fatalities (6 PM - 6 AM)

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

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

#### Location: Rural Nighttime Fatalities (6 PM - 6 AM)

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

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

#### Location: Urban Nighttime Fatalities (6 PM - 6 AM)

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

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

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Paid Multi-Media Seat Belt Use Campaigns

Sustained Statewide Enforcement Operations (Day and Night)

Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)

Child Passenger Safety Program (Inspection Stations and Checkup Events)

Child Passenger Safety Update for CPST's (April 2020)
Drive Smart Nebraska Work Group (occupant protection)

Teens in the Driver Seat

Occupant Protection Assessment (Feb. 2020)

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2020. The NDOT-Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period (60% of funding to support nighttime enforcement activity). In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 2020 the NDOT- HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carryout pre and post paid media.

In addition to the nationally designated CIOT enforcement period of May 2020, the NDOT-HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations (60% of funding to support nighttime enforcement).

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2019 (60% of funding to support nighttime enforcement).

Communication Campaign (paid, earned and social media)

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

Sustain Statewide Enforcement Operations (Day amp Night)

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in

November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 22 Priority Counties (see above) FY2020 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

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

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

### Child Passenger Safety Program

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

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

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties.

Drive Smart Nebraska ad hoc Work Group

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

### Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a nationally recognized

teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, night time driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 32 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.



### Associated Performance Measures

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

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

#### Countermeasure Strategies in Program Area

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

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

### **Project Safety Impacts**

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

Child Passenger Safety Program

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

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST's. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST's and instructors (391) to attend and receive continuing education units to maintain certification.

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. The rural, at-risk populations, have low seat belt usage as identified in our 22 Priority Counties. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties

	Nebrask	a Child Passer	iger li	spection Stations	
	County	Population	oy Pop	County	Population
1	Adams	31,511	28	Jefferson	7,097
2	Antelope	6,685	29	Kearney	6,544
3	Boone	5,239	30	Keith	8,021
4	Box Butte	10,772	31	Lancaster	31,7272
5	Boyd	1,955	32	Lincoln	35,185
6	Buffalo	49,615	33	Logan	749
7	Burt	6,488	34	Madison	35,392
8	Butler	8,058	35	Merrick	7,733
9	Cass	26,159	36	Morrill	4,686
10	Clay	8,446	37	Nance	3,532
11	Colfax	10,881	38	Nuckolls	4,195
12	Cuming	8,940	39	Phelps	8,996
13	Dawes	8,716	40	Pierce	7,142
14	Dawson	2,370	41	Polk	5,278
15	Dodge	36,791	42	Rock	1,360
16	Douglas	566,880	43	Sarpy	184,459
17	Fillmore	5,527	44	Saunders	21,303
18	Franklin	3,023	45	Seward	17,318
19	Frontier	2,608	46	Sheridan	5,190
20	Furnas	4,715	47	Sioux	1,187
21	Gage	21,493	48	Stanton	5,970
22	Gosper	1,996	49	Thayer	5,039
23	Greely	2,356	50	Thurston	7,303
24	Hall	61,607	51	Washington	20,667
25	Hamilton	9,280	52	Wayne	9,403
26	Harlan	6,401	53	Webster	3,533
27	Holt	10,178	54	York	13,772
		TOTAL			1,667,016
	Total State Population				1,929,268
	Percent of Counties Re	presented			86.4%
	Source: Populat	ion Estimate as of .	July 201	8, U.S. Census Bureau, 2	018

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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



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

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

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

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2020									
COUNTY CRASH RATE compared to STATE CRASH RATE									
Congressional	Country	2017 FAB	FAB *Crash	*Alcohol	*Speed	*Youth 16-20	*All Other Factors	*Low Occ/Prot	2018
District	County	Crasnes	Kate 22.04	Kate	Kate	Kate	Kate	Percentage	Population***
Three	Adams	58	22.91	5.16	0.79	10.27	18.96	61.3%	31,511
One	Gumina	141	20.48	1.43	1.51	4.50	11.72	/1.3%	49,613
Une	Cuming	23	10.42	3.37	1.45	3.57	11.42	57.1%	8,940
Three	Dakota	38 65	18.8/	3.97	1.44	3.97	14.40	61.5%	20,083
One	Dawson	116	21.61	2.00	1.44	2.00	9.04	01.0%	25,709
Twe	Douglas	1 5 2 7	32.00	2.75	1.51	7.50	20.30	(1.0%	50,791
Three	Cogo	1,527	20 10	3.70	0.05	0.32	20.07	64.0%	21 /02
Three	Hall	188	26.19	2.40	0.85	4 51	24.04	81 7%	61 607
Three	lefferson	20	20.43	5 71	1 14	4.51	15.99	59 1%	7 097
One	Lancaster	948	37.20	3.81	0.78	8 71	32.61	86.7%	317 272
Three	Lincoln	109	16 32	1 50	1.05	3 29	13 77	71.2%	35 185
One	Madison	92	29 52	2 57	0.96	5 13	25.99	76.1%	35 392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10.726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14.350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	lation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
<b>Blue indicates Hig</b>	gh Crash Rates fo	r Alcohol, Spe	ed and Youtl	h and <mark>Red ind</mark>	icates Low O	ccupant Prote	ection Usage		
Data taken from 2	2017 Standard Su	mmaries, Fata	I, A & B (FAB)	Injuries, Stat	ewide and Co	ounty			81%
* Rates for county	alcohol, speed, y	youth, and oth	ner factors are	e based on co	unty crash re	ports for			of Population
Fatal, A and B typ	e injury crashes p	er 100 million	miles per co	unty using 20	17 Annual Vel	hicles Miles -	NDOT.		
***** Connect Percent	*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6								
**Denulation '-f-	eau Population E	sumate as of	//1/2018.	a af statule		a sa	Revised 6/4/1	3	
Nobrocka 2017 da	trination is used to	o document tr	te percentage	e or state s po	dod by: NDOT	esentea.	on Office DO	Poy 04612 Line	colo NE
Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

### Rationale

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

#### Planned activities in countermeasure strategy

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

### Planned Activity: Child Passenger Safety CSS Purchase and Distribution Planned activity number: M2CSS-2020-12-00-00

Primary Countermeasure Strategy ID:

### Planned Activity Description

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety

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

### **Intended Subrecipients**

Local Health Organizations and Safe Kids Community Groups

### Countermeasure strategies

Countermeasure Strategy	
Child Restraint System Inspection Station(s)	

### Funding sources

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

## Planned Activity: Child Passenger Safety Training

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### Location: Rural Traffic Crashes

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

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

#### Location: County Road Crashes

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

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

#### Urban

#### Location: Urban Traffic Crashes

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

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

### **Intended Subrecipients**

#### HSO

#### Countermeasure strategies

Countermeasure Strategy	
Child Restraint System Inspection Station(s)	

### Funding sources

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

Countermeasure Strategy: Highway Safety Office Program Management

	Nebras	ka Child Passe	nger li	nspection Stations	t i
	County	Deputation	by Pop	outation Total	Deputation
122	County	Population		County	Population
1	Adams	31,511	28	Jefferson	7,097
2	Antelope	6,685	29	Kearney	6,544
3	Boone	5,239	30	Keith	8,021
4	Box Butte	10,772	31	Lancaster	31,7272
5	Boyd	1,955	32	Lincoln	35,185
6	Buffalo	49,615	33	Logan	749
7	Burt	6,488	34	Madison	35,392
8	Butler	8,058	35	Merrick	7,733
9	Cass	26,159	36	Morrill	4,686
10	Clay	8,446	37	Nance	3,532
11	Colfax	10,881	38	Nuckolls	4,195
12	Cuming	8,940	39	Phelps	8,996
13	Dawes	8,716	40	Pierce	7,142
14	Dawson	2,370	41	Polk	5,278
15	Dodge	36,791	42	Rock	1,360
16	Douglas	566,880	43	Sarpy	184,459
17	Fillmore	5,527	44	Saunders	21,303
18	Franklin	3,023	45	Seward	17,318
19	Frontier	2,608	46	Sheridan	5,190
20	Furnas	4,715	47	Sioux	1,187
21	Gage	21,493	48	Stanton	5,970
22	Gosper	1,996	49	Thayer	5,039
23	Greely	2,356	50	Thurston	7,303
24	Hall	61,607	51	Washington	20,667
25	Hamilton	9,280	52	Wayne	9,403
26	Harlan	6,401	53	Webster	3,533
27	Holt	10,178	54	York	13,772
		TOTAL			1,667,016
	Total State Population	n			1,929,268
	Percent of Counties F	Represented			86.4%
	Source: Popul	ation Estimate as of	July 201	18, U.S. Census Bureau, 2	2018

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

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers,

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

### Planned activities in countermeasure strategy

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

### Planned Activity: Occupant Protection Program Coordination

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

This project provides HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities, is to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national

0		N	EBRASKA P	PRIORITYCC	DUNTIES FO	R FY2020	X		50 50
		co	UNTY CRASH	RATE compar	red to STATE (	CRASH RATE			
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Popu	ulation							1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates Hig	gh Crash Rates fo	or Alcohol, Spee	ed and Youth	n and Red indi	icates Low Oc	ccupant Prot	ection Usage		2
Data taken from 2	017 Standard Su	mmaries, Fatal	, A & B (FAB)	Injuries, State	ewide and Co	unty			81%
* Rates for county Fatal, A and B type	y alcohol, speed, e injury crashes p	youth, and other	er factors are miles per cou	e based on cou unty using 201	unty crash rep 17 Annual Veh	oorts for hicles Miles -	NDOT.		of Population
**ILS Census Bur	tage are taken fr	om the 2017 St Estimate as of 7	/1/2018	maries, Fatal,	A and B Injur	ies crashes -	Pevised 6/4/1	<u>ا</u>	
**Population info	rmation is used t	to document th	e percentage	e of state's po	oulation repre	esented.	neviseu 0/4/1		
Nebraska 2017 da	ita is the most cu	rrent data for t	he FY2020 P	lan Provi	ded by: NDOT	r Highway Sa	fety Office, PC	) Box 94612, Lin	coln NE

campaigns, and providing additional support to the activities of HSO. This project provides funding for HSO associated Traffic Safety Specialists staff basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

### **Intended Subrecipients**

#### HSO

### Countermeasure strategies

Countermeasure Strategy	sure Strategy
Highway Safety Office Program Management	ent

### Funding sources

2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$0.00
2020	FAST Act NHTSA 402	Occupant Protection (FAST)			

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

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

### **Project Safety Impacts**

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

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

				PER 100 MILL	ION MILES				
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Pop	ulation	C 58	400 400	100	6	2 58 <del>3</del> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Youth	and Red ind	icates Low Oc	cupant Prot	ection Usage		
ata taken from	2017 Standard Su	Immaries, Fatal	, A & B (FAB)	Injuries, State	ewide and Co	unty			819
Rates for count atal, A and B typ	y alcohol, speed, e injury crashes p	youth, and oth per 100 million	er factors are miles per cou	e based on cou unty using 201	unty crash rep 17 Annual Veh	oorts for hicles Miles -	NDOT.		of Population
Occ/Prot Percer	ntage are taken fr	rom the 2017 S	tandard Sum	maries, Fatal,	A and B Injur	ies Crashes -	Box 6		

### Rationale

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

#### nighttime interventions.

#### Planned activities in countermeasure strategy

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

## Planned Activity: Occupant Protection High-Visibility Enforcement

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

State and Local Law Enforcement

Countermeasure strategies

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

### Funding sources

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

### Planned Activity: Occupant Protection Information System

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

This project will provide funding through the mini-grant agreement process to contract with an experienced survey firm to conduct a statewide scientific and statistically valid observed safety belt and child restraint survey. This is to establish an annual baseline for measurement in changes of occupant restraint use. Funding is

to support educational activities; that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

### Intended Subrecipients

### HSO

### Countermeasure strategies

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

### Funding sources

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

# Planned Activity: Occupant Protection Public Information and Education

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

### Primary Countermeasure Strategy ID:

### Planned Activity Description

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

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organization that support occupant protection at the community level and to organizations that can reach a diverse audience in our 22 Priority Counties.

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.

The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.

### **Intended Subrecipients**

Public Health Agencies and Safety Organizations

Countermeasure strategies

#### Location: Rural Traffic Crashes

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

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

#### Location: County Road Crashes

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

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

#### Urban

#### Location: Urban Traffic Crashes

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

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

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

### Funding sources

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

Planned Activity: Occupant Protection Public Information & Education

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

Primary Countermeasure Strategy ID:

Planned Activity Description

## Intended Subrecipients

### HSO

### Countermeasure strategies

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

### Funding sources

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

## Planned Activity: Occupant Protection Overtime Enforcement

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### **Intended Subrecipients**

State and Local Law Enforcement

Countermeasure strategies

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

### Funding sources

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

Planned Activity: Employer and Employee Occupant Protection Education Planned activity number: OP-2020-38-00-00

#### Primary Countermeasure Strategy ID:

### Planned Activity Description

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

#### **Intended Subrecipients**

National Safety Council, Nebraska

Countermeasure strategies

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

### Funding sources

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

### Program Area: Planning & Administration

### Description of Highway Safety Problems

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

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

#### Associated Performance Measures

**Planned Activities** 

#### Planned Activities in Program Area

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

### Planned Activity: Planning and Administration

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

### HSO

### Countermeasure strategies

### Funding sources

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

### Program Area: Police Traffic Services

### Description of Highway Safety Problems

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### Associated Performance Measures

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

202	20	C-1) Number of traffic fatalities (FARS)	2020	5 Year	239
202	20	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1,442.00

#### Countermeasure Strategies in Program Area

	Countermeasure Strategy
Law Enforcement Training	
Traffic Overtime Enforcement	

### Countermeasure Strategy: Law Enforcement Training

Program Area: Police Traffic Services

### **Project Safety Impacts**

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement technics that meet the statutory requirements for the necessary prosecution and adjudication. This all supports our annual traffic safety enforcement plan.

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

#### Planned activities in countermeasure strategy

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

### Planned Activity: Traffic Law Enforcement

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Crime Commission

Countermeasure strategies

			1	PER 100 MILL	ION MILES	10			
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,093
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,720
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	ulation	1.2 (1997)	2		34 38	2 <b>- 1</b> 2 - 10	92 <b></b>	1,554,83:
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
Datas for an	2017 standard s	d wouth and	tal, A & B (F	AD) injuries,	statewide an	the county		83	of Population
atal, A and B ty Occ/Prot Perce	pe injury crashe ntage are taken f	s per 100 mill from the 2017	ion miles pe Standard Su	er county usir	ng 2017 Annu tal A and B	al Vehicles	or Miles - NDOT shes - Box 6	;	orropulation
*U.S. Concus Pu	reau Bopulation	Estimate as a	£ 7/1/2010		al, A and D	inganics ord.	Destined C (4)	10	

Law Enforcement Training

### Funding sources

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

## Countermeasure Strategy: Traffic Overtime Enforcement

Program Area: Police Traffic Services

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
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Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	ulation	1.2 1.14 25	28. 29. 19. 19. 19. 19. 19. 19. 19. 19. 19. 1		1940 - 1940 -	2018 N.2 44 10		1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County	10.00 May	2011	819
Rates for count atal, A and B ty	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 milli	ther factors ion miles pe	are based or r county usir	n county cras	sh reports fo Ial Vehicles	r Miles - NDOT	t,	of Population

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

#### Planned activities in countermeasure strategy

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

### Planned Activity: Traffic Selective Overtime Enforcement

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the 22 priority counties. Participating agencies receive funding assistance for overtime salaries of the participating officers.

### **Intended Subrecipients**

State and Local Law Enforcement

#### Countermeasure strategies

	Countermeasure Strategy
Traffic Overtime Enforcement	

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$235,000.00	\$58,750.00	\$141,000.00

### Program Area: Racial Profiling Data Collection

### Description of Highway Safety Problems

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Associated Performance Measures

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

### Countermeasure Strategies in Program Area

Countermeasure Strategy
Review and Improve Racial Profiling Collection

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

Program Area: Racial Profiling Data Collection

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
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One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Pop	ulation	121003	1997 - 1997 -		342 148	219524000		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	h and Red in	dicates Low	Occupant Pr	otection Usag	je i	
ata taken from	2017 Standard S	Summaries, Fat	tal, A & B (F	AB) Injuries,	Statewide an	d County			819
Rates for coun atal, A and B ty	ty alcohol, speed pe injury crashe	l, youth, and of s per 100 milli	ther factors on miles pe	are based or r county usir	n county cras	sh reports fo Jal Vehicles	r Miles - NDOT	ų.	of Populatio

and usage of safety equipment.

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

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition

of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

### Planned activities in countermeasure strategy

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

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

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

Crime Commission

Countermeasure strategies

Countermeasure Strategy	
Review and Improve Racial Profiling Collection	

### Funding sources

Source Fiscal YearFunding Source IDEligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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		NEE	BRASKA F	RIORITY C	OUNTIES F	OR FY202	20		
		CO	UNTY CRASH	RATE compa	ared to STATE	CRASH RAT	E		
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31.511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49.615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	oulation	1.2.101.8	5 <b>1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</b>			A CHANNEL	26 <b>6 10 10 10</b> 20	1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates H	igh Crash Rates f	for Alcohol, Spe	ed and You	th and Red in	ndicates Low	Occupant P	Protection Usag	<u>je</u>	
Data taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	nd County		10 m	81%
* Rates for cour Fatal, A and B ty *Occ/Prot Perce	nty alcohol, spee /pe injury crashe entage are taken	d, youth, and o es per 100 milli from the 2017	ther factors ion miles pe Standard Su	are based o er county usi ummaries, Fa	n county cra: ng 2017 Anni ital, A and B	sh reports f ual Vehicles Injuries Cra	for s Miles - NDOT ashes - Box 6	1	of Population
**U.S. Census B	ureau Populatio	n Estimate as o	f 7/1/2018.	8			Revised 6/4/	19	
**Population in	formation is use	ed to document	the percent	age of state'	s population	represente	d.		
Nebraska 2017	data is the most	current data fo	or the FY202	O Plan F	Provided by: I	NDOT High	vay Safety Offi	ce, PO Box 946	12, Lincoln NE
		FAST Act 1906 Proh Racial	ibit 1900 and	6 ecting	\$275,000	0.00 \$6	8,750.00	\$0.00	

			Data	a		
Planned	Activity:	Review	and An	alysis o	of Collected	Data

Maintaining

Data

FAST Act19061906 ProhibitCollectingRacialand

Planned activity number: F1906ER-2020-02-00-00 Primary Countermeasure Strategy ID:

Profiling

2020

### Planned Activity Description

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

### Intended Subrecipients

Crime Commission

Countermeasure strategies

Countermeasure Strategy
Review and Improve Racial Profiling Collection

### Funding sources

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

## Program Area: Speed Management

### Description of Highway Safety Problems

Problem Identification Process, Data Used and Participants

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

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

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

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Associated Performance Measures

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

#### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Speed Management

### **Project Safety Impacts**

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers,

	1	Contraction of the	and the second s	En 100 miles		and the second second	Contraction of the second		
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
and the second	22 County Pop	ulation	1.2.199.28	280 <b>and</b> 280	a - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -		2 9 Y 2 10 10		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
ue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	h and Red in	dicates Low	Occupant Pr	otection Usag	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County	1		81
Rates for coun atal, A and B ty Dcc/Prot Perce	ty alcohol, speed pe injury crashe ntage are taken f	d, youth, and o s per 100 milli from the 2017	ther factors on miles pe Standard Su	are based of r county usin mmaries, Fa	n county cras ng 2017 Annu tal. A and B	sh reports fo Jal Vehicles Iniuries Cra	or Miles - NDOT shes - Box 6	1	of Populatio

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

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Nebraska Priority Counties

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For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

### Rationale

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

### Planned activities in countermeasure strategy

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

## Planned Activity: Speed Program Coordination

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

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

### HSO

### Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

### Funding sources

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

	1	2017	FAB	EN 100 MILL		*Youth	*All Other	*Low	
Congressional		FAB	*Crash	*Alcohol	*Speed	16-20	Factors	Occ/Prot	2018
District	County	Crashes	Rate	Rate	Rate	Rate	Rate	Percentage	Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,35
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,45
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
A CONTRACTOR	22 County Pop	ulation	1.2 4 4 4 5 7	1	2		17 19 19 19 19 19 19 19 19 19 19 19 19 19		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and You	th and Red in	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County		20	819
Rates for count	y alcohol, speed be injury crashe	d, youth, and o s per 100 milli	ther factors ion miles pe	are based o r county usi	n county cras ng 2017 Annu	sh reports fo Jal Vehicles	or Miles - NDOT	;	of Populatio

## Countermeasure Strategy: Speed Overtime Enforcement & System Support

Program Area: Speed Management

### **Project Safety Impacts**

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

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

### Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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Nebraska Priority Counties

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

### Rationale

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

HSO is utilizing an evidence-based program that supports increased training and/or recertification activities
		0	UNTY CRASH	RATE compa	ared to STATE	CRASH RATE	10 10		
		0	UNIT CRASE	PFR 100 MILL	ION MILES	CRASH RATE	•//		
Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,88
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,49
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,60
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,09
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,27
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,18
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,39
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,99
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,36
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,720
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
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Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,66
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,40
	22 County Pop	ulation	1.2 379 2			1997 - 1997 -	Contraction of the		1,554,83
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
Blue indicates Hi	igh Crash Rates f	or Alcohol, Spe	ed and You	th and Red in	ndicates Low	Occupant Pr	otection Usa	ge	
Data taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County			819
* Rates for coun Fatal, A and B ty *Occ/Prot Perce	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 mill from the 2017	ther factors ion miles pe Standard Su	are based o county usi ummaries Fa	n county cra: ng 2017 Anni tal. A and B	sh reports fo ual Vehicles Iniuries Cra	or Miles - NDOT shes - Box 6	t)	of Population
**U.S. Census Bu **Population in	formation is use	n Estimate as o d to document	of 7/1/2018.	age of state	s population	represented	Revised 6/4/	19	12 Lincola MF

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

#### Planned activities in countermeasure strategy

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

Planned Activity: Speed Public Information & Education

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education related equipment purchases. HSO will focus on the 22 priority counties and males 18-34.

#### **Intended Subrecipients**

#### HSO

#### Countermeasure strategies

Countermeasure Strategy
Speed Overtime Enforcement & System Support

#### Funding sources

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

## Planned Activity: Speed Selective Overtime Enforcement

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### **Intended Subrecipients**

State and Local Law Enforcement

Countermeasure strategies

Countermeasure Strategy	
Speed Overtime Enforcement & System Support	

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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FAST Act Speed NHTSA 402 Enforcement (FAST)	\$160,000.00	\$40,000.00	\$128,000.00
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# Program Area: Traffic Records

## Description of Highway Safety Problems

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

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

#### Associated Performance Measures

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

#### Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Traffic Records Metrics

# Countermeasure Strategy: Highway Safety Office Program Management

#### Program Area: Traffic Records

#### **Project Safety Impacts**

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

#### Linkage Between Program Area

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

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

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

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

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

Nebraska Priority Counties

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

#### Rationale

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

#### Planned activities in countermeasure strategy

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

# Planned Activity: Traffic Records Coordination / Training

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

Congressional District	County	2017 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2018 Population**
Three	Adams	58	22.91	3.16	0.79	10.27	18.96	61.3%	31,51
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,61
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,94
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,08
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,70
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,79
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
	22 County Pop	ulation	1.2 199 25	1		45	17 H 172 H 111		1,554,831
	Statewide	5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
lue indicates Hi	gh Crash Rates fo	or Alcohol, Spe	ed and Yout	t <mark>h</mark> and <mark>Red in</mark>	dicates Low	Occupant Pr	otection Usa	ge	
ata taken from	2017 Standard	Summaries, Fa	tal, A & B (F	AB) Injuries,	Statewide an	d County			819
Rates for coun atal, A and B ty	ty alcohol, speed pe injury crashe	d, youth, and o s per 100 milli	ther factors ion miles pe	are based or r county usir	n county cras ng 2 <mark>017</mark> Annu	sh reports fo Jal Vehicles	or Miles - NDOT	c.	of Population

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

## Intended Subrecipients

HSO

Countermeasure strategies

Countermeasure Strategy

Highway Safety Office Program Management

Funding sources

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

## Countermeasure Strategy: Traffic Records Metrics

#### Program Area: Traffic Records

#### **Project Safety Impacts**

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

## Linkage Between Program Area

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other

traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

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

		64. )6		PER 100 MILL	ION MILES		e	ex. 34	
Congressional	County	2017 FAB Crashes	FAB *Crash	*Alcohol	*Speed	*Youth 16-20 Rate	*All Other Factors	*Low Occ/Prot	2018 Population**
Three	Adams	58	22.01	3 16	0.70	10.27	18.06	61 3%	31 51
Three	Ruffalo	141	22.51	1.45	1 21	10.27	17.72	71 2%	49.61
One	Cuming	23	16.42	3.57	1.43	3.57	11.72	57 1%	43,01
Three	Dakota	20	19.97	3.07	0.50	3.07	14.40	51 5%	20.08
Three	Dawson	55	12 26	3.97	1.44	2.99	0.04	61.5%	20,00
One	Dadge	116	21 61	2.00	1.44	7.26	26.09	77.9%	25,70
Two	Douglas	1 5 2 7	33.06	3 70	0.69	6.52	20.50	60 3%	566 99
Three	Gare	1,527	28 10	3.70	0.03	8 20	20.07	64.0%	21 49
Three	Hall	188	26.19	2.40	0.28	4.51	24.04	81 7%	61 60
Three	lefferson	20	20.45	5 71	1 14	4.51	15.00	50 1%	7.00
One	Lancaster	0/8	37.20	3.91	0.78	9.71	32.61	96.7%	317 27
Three	Lincoln	100	16 32	1.50	1.05	3.20	13.77	71.2%	25 19
One	Madicon	02	20.52	2.57	0.06	5.12	25.00	76.1%	35,20
Three	Phelos	25	21.11	4.22	0.84	4.22	16.04	72.9%	8 99
One	Platte	86	25.07	2 33	0.87	4.66	21.87	79.4%	33 365
Three	Red Willow	28	24.43	5.24	0.87	6.11	18 33	68.0%	10 72
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14.35
One/Two	Sarny	336	24.36	1 74	0.51	6.09	22.11	89.4%	184 459
One	Saunders	43	17.57	0.82	1.63	4 49	15 12	69.4%	21 30
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35.98
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20.66
Three	Wayne	28	32,70	3.50	3.50	10.51	25.70	62.3%	9.40
	22 County Pon	ulation	02.00	0.50	0.50	10131	25110		1.554.83
	Statewide	5.017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,26
Blue indicates Hi Data taken from	gh Crash Rates for 2017 Standard	or Alcohol, Spe Summaries, Fa	ed and You tal, A & B (F	th and Red in AB) Injuries,	dicates Low Statewide ar	Occupant Pr	otection Usa	ge	819
* Rates for coun Fatal, A and B ty FOcc/Prot Perce	ty alcohol, speed pe injury crashe ntage are taken f	d, youth, and o s per 100 milli from the 2017	ther factors ion miles pe Standard Su	are based o r county usin immaries, Fa	n county cras ng 2017 Annu tal, A and B	sh reports fo ual Vehicles Injuries Cra	or Miles - NDOT shes - Box 6	t,	of Populatio
**U.S. Census Bu	reau Population	n Estimate as o d to document	f 7/1/2018.	age of state's	s population	represented	Revised 6/4/	19	

Rationale

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

#### Planned activities in countermeasure strategy

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

# Planned Activity: E-Citations and Traffic Records Improvement

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

#### **Intended Subrecipients**

Nebraska Crime Commission

#### Countermeasure strategies

	Countermeasure Strategy	
Fraffic Records Metrics		

## Funding sources

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

# Planned Activity: Nebraska Crash Outcome Data Evaluation System

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

Grant funding to DHHS to create a CODES database linking four separate databases, crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

#### **Intended Subrecipients**

Health and Human Services

#### Countermeasure strategies

Countermeasure Strategy

Traffic Records Metrics

## Funding sources

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

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

## Improvement

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### **Intended Subrecipients**

Health and Human Services

Countermeasure strategies

Countermeasure Strategy

#### Traffic Records Metrics

#### Funding sources

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

## Planned Activity: Nebraska Injury Surveillance Enhancement

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

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

#### **Intended Subrecipients**

Health and Human Services

Countermeasure strategies

	Countermeasure Strategy	
Traffic Records Metrics		

#### Funding sources

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

## Planned Activity: Traffic Records

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

Primary Countermeasure Strategy ID:

#### Planned Activity Description

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident (Crash) Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data

elements, delays in data input, and archaic technology. It also provides the NDOT-HSO with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

## Intended Subrecipients

#### HSO

Countermeasure strategies

Countermeasure Strategy			
		Countermeasure Strategy	
Traffic Records Metrics	Traffic Records Metrics		

## Funding sources

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

# Planned Activity: Nebraska State Patrol - TRACS

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

Primary Countermeasure Strategy ID:

## Planned Activity Description

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

## **Intended Subrecipients**

#### State Patrol

## Countermeasure strategies

Countermeasure Strategy

Traffic Records Metrics

## Funding sources

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

# Evidence-based traffic safety enforcement program (TSEP)

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

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

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

## Crash Analysis

Click or tap here to enter text.

#### Deployment of Resources

Nebraska's comprehensive enforcement program is developed and implemented as follows:

The approach utilized by the HSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts. Local agencies in counties not within the 22 priority counties may be considered for grant funding if data and information is able to justify a critical need and funding is available.

The problems identified, utilized by the HSO, are outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.

The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives,

and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf. The TSEP program utilizes selective overtime enforcement mini-grants for law enforcement agencies to carry out planned activity in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Nebraska law enforcement agencies planning on participating in conducting selective overtime enforcement during the FY2020 fiscal year.

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

Law Enforcement Agencies Participating in Nebraska HVE Efforts

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

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

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

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

#### **Effectiveness Monitoring**

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

# High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy Child Restraint System Inspection Station(s)

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

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

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

# 405(b) Occupant protection grant

## Occupant protection plan

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

Program Area Name

Communications (Media)

Occupant Protection (Adult and Child Passenger Safety)

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

#### Agencies planning to participate in CIOT:

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

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

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

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

# Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2020. The NDOT- Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 2020, the HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The campaign messaging will continue beyond the enforcement operation until June 2020.

In addition to the nationally designated CIOT enforcement period of May 2020, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

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

List of Task for Participants & Organizations

#### Child restraint inspection stations

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

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

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

Unique Identifier	Planned Activity Name
M2CSS-2020-12-00-00	Child Passenger Safety CSS Purchase and Distribution
M2TR-2020-09-00-00	Child Passenger Safety Training
M2PE-2020-10-00-00	Occupant Protection Public Information and Education

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

Planned inspection stations and/or events: 164

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

Populations served - urban: 850,000

Populations served - rural: 1,058,000

Populations served - at risk: 650,000

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

Child passenger safety technicians

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

Countermeasure Strategy

Child Restraint System Inspection Station(s)

Occupant Protection (Adult and Child Passenger Safety)

Short-term, High Visibility Seat Belt Law Enforcement

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

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

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

Estimated total number of classes: 4

Estimated total number of technicians: 75

## Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

## Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria: Primary enforcement seat belt use statute: No Occupant protection statute: No Seat belt enforcement: Yes High risk population countermeasure programs: Yes Comprehensive occupant protection program: No Occupant protection program assessment: Yes

## Seat belt enforcement

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

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

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

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

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

#### High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

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

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

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

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program. Date of the NHTSA-facilitated assessment: 3/17/2017

# 405(c) State traffic safety information system improvements grant Traffic records coordinating committee (TRCC)

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

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

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

Name of State's Traffic Records Coordinator: William Kovarik

Title of State's Traffic Records Coordinator: Traffic Safety Specialist

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

#### List of TRCC members

Nebraska Traffic Records Coordinating Committee			Updated 6/5/19
System	Name	Agency	Title
Roadway	Anshasi, Abe	Federal Highway Administration	Division Safety and ITS Engineer
Citation/ Adjudication	Barton, Vernon	Nebraska State Patrol	Sergeant
Vehicle	Beedle, Cathy	Department of Motor Vehicles	Registration Administrator
Injury Surveilance	Bietz, Jeanne	Department of Health and Human Services	Community Health Educator
Citation/ Adjudication	Buldoc, Colonel John	Nebraska State Patrol	Superintendent of Law Enforc. amp Public Safety
Roadway	Butler, Don Nebraska Department of Transportation		Highway Safety Engineer
Citation/ Adjudication	Caha, Deb	Nebraska Crime Commission	IT Business Sys Analyst/Coord
NHTSA Region 7	Cannon, Sherri	National Highway Traffic Safety Administration	Regional Program Manager
Citation/Adjudicatio	Caradori, Sean	Nebraska State Patrol	State Patrol Captain
Citation/ Adjudication	Christine Christopherson	Administrative Office of the Courts	Trial Court Services Director
Vehicle	Clough, Tina	Nebraska Department of Motor Vehicles	Motor Vehicle Program Manager I
Citation/Adjudicatio	Doggett, Dan	Nebraska State Patrol	State Patrol Lieutenant
Roadway	Dostal, Shane	City of Lincoln Public Works	Manager
Citation/ Adjudication	Fargen, Mike	Nebraska Crime Commission	IT Manager I, Information Services
Injury Surveilance	Fuller, Doug	Department of Health and Human Services	IT Business Systems Analyst, Public Health
Crash	Grant, Bob	Nebraska Department of Transportation	Hwy Safety Manager
Data User	Harris, Julie	Nebraska Bicycling Alliance	Executive Director
Injury Surveilance	Illian, Celeste	Department of Health and Human Services	Health Surveillance Specialist
Driver/Vehicle	Johnson, Betty	Nebraska Department of Motor Vehicles	Mtr Veh Titles amp Regis Admin

Injury Surveilance	Khattak, Aemal	University of Nebraska - Lincoln	Professor and Associate Chair	
Citation/ Adjudication	Kleinschmit, April	Nebraska State Patrol, Carrier Enforcement	Administrative Assistant II	
Data User	Klosterboer, Laurie	Nebraska Safety Council	Executive Director	
Data User	Koeppe, Eric	National Safety Council, Nebraska	President/CEO	
Citation/ Adjudication	Konfrst, Brenda	Nebraska State Patrol	Major	
TRCC	Kovarik, Bill	Nebraska Office of Highway Safety	Traffic Records Coordinator	
Citation/ Adjudication	Krolikowski, Gerry	Nebraska State Patrol	Captain	
Driver/Vehicle	Lackey, Ken	Nebraska Department of Motor Vehicles	Agency Legal Counsel	
Citation/Adjudicatio	Lamichhane, Swikriti	Nebraska Crime Commission	IT Business Systems Analyst	
HSO	Letcher, Paul	Nebraska Office of Highway Safety	Traffic Safety Specialist	
EMS/Injury Surveillance	Medinger, Sue	Department of Health and Human Services	Administrator	
Roadway	Mraz, David	Federal Highway Administration	Safety/ITS Engineer	
Injury Surveilance	Newmyer, Ashley	Department of Health and Human Services	Epidemiology Surveillance Coordinator	
Statewide Trauma Registrar	a Ngochoch, Andrew Department of Health and Human Services		Student Intern, Public Health	
Driver/Vehicle	OaposRourke, Sara	Nebraska Department of Motor Vehicles	MV Drvr Lic Svs Admin	
Roadway	Osborn, Mark	Nebraska Department of Transportation	Engineer V, Materials amp Research	
Crash	Owings, Sean	Nebraska Department of Transportation	IT Business Systems Analyst/Coordinator	
Injury Surveilance	Pelowski, Jeff	Nebraska State Patrol	Major	
Roadway	Podany, Diane	Federal Motor Carrier Safety Administration	State Program Manager	
Injury Surveilance Qu, Ming		Department of Health and Human Services	Administrator	
HSO	Reynolds, Sim	Nebraska Office of Highway Safety	Traffic Safety Specialist	

Injury Surveilance	Safranek, Tom	Department of Health and Human Services	Medical Epidemiologist	
Roadway	Schoenmaker, David	NDOT - Intermodal Planning	Transportation Planner III	
TRCC	Segerstrom, Mark	NDOT - Highway Safety Office	Administrator	
Roadway	Sindelar, Trevor	Nebraska Department of Transportation	IT Business Systems Analyst	
Citation/ Adjudication	Smith, Shane	Nebraska Supreme Court - Court Services	IT Business Systems Analyst	
Citation/ Adjudication	Ritonya, Lt. Jake	Omaha Police Department	Lieutenant	
Crash	Staley, Rick	Nebraska Department of Administrative Services	IT Appl Developer/Sr	
Citation/ Adjudication	Stanczyk, Russ	Nebraska State Patrol	Major	
HSO	Stinson, Becky	Nebraska Office of Highway Safety	Traffic Safety Specialist	
Roadway	Tyser, Dave	Nebraska Department of Transportation	IT Applications Developer	
Driver/Vehicle	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	MV Finan Resp Div Mgr	
Roadway	Varilek, Brandon	NDOT - Roadway Asset Management	Section Head	
Citation/Adjudicatio	Vierk, Ed	Attorney Generalaposs Office	AAG-Dui Grant	
Roadway	Waddle, Dan	Nebraska Department of Transportation	Engineer VII	
Citation/ Adjudication	Wagner, Sheriff Terry	Lancaster County Sheriffaposs Office	Sheriff	
EMS/Injury Surveillance	Wilson, Tim	Department of Health and Human Services	DHHS Program Manager II	
Driver/Vehicle	Wolfe, Lisa	Nebraska Department of Motor Vehicles	Administrative Assistant I	

#### Traffic Records System Assessment

Pages 6-8 NHTSA Traffic Records Assessment: The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (NDOT-HSO) within the Nebraska Department of Transportation (NDOT) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several

component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment September 14, 2015 to January 5, 2016. The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be September 2020, which will provide a benchmark for progress on the recommendations from the 2016 assessment. Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (in italics).

Crash Records System - Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. Sean Owings (see project 4) NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system or other collection software database and into NDOT's database. Mike Fargen (see project 4) Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Sean Owings (see projects 5 and 7) Citation and Adjudication Records - Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. NCJIS - Mike Fargen (see project 14). This project has not been implemented. The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are actually filed, and not ones that the prosecutor declines to file, one can infer from a lack of a court case that the filing was declined. There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS). The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically, but may be manually entered into the court system. This could be a training or programming issue that could be corrected. Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for

general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field. Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - Mike Fargen (see project 16). DUI cases are not currently tracked. However, all of the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It actually would also be possible to identify cases based upon the filing offenses. Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Mike Fargen (see projects 11 and 12)

Traffic Records Coordinating Committee (TRCC) - Develop basic quality metrics for each system component and report on them regularly. HSO – Bill Kovarik (see project 18) Develop a traffic records inventory. HSO – Bill Kovarik (see project 17). The table has been created and coordination with data managers is in process. Develop data governance for all data systems. HSO – Bill Kovarik (see project 39)

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

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

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

Roadway Information - Allows access to roadway data for consumption and updates. (project not implemented) Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Mark Osborn (see project 37) Strategic Planning - Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2016 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Traffic Records for Measurable Progress

Table 12: Projects

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementati on (Yes or No)	Last Update Date
11	Driver's Electronic Crash Reporting System	Crash Records	Launched new system 6/15/2018.	Yes	4/18/18
2	Investigator's Electronic Crash Reporting SystemInvest igator's Electronic Crash Reporting System	Crash Records	Will launch with new database 1/1/2021.	Yes	7/26/19
3	PAR XSD Reporting System Upgrade	Crash Records	Will launch with new database 1/1/2021.	Yes	1/10/19
4	Develop a "Smart Map" Harmonized location referencing system	Crash amp Citation/ Adjudication	TLT working with TraCS.	Yes	9/18/18
5	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality with new database.	Yes	4/20/18
6	MMUCC Version 4.0 Compliant	Crash Records	Completed - MMUCC 5 Police Accident Report (PAR) was finalized.	Yes	4/20/18
7	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/valida tion rules, detailed text- based descriptions, and note which elements are captured through linkage	Yes	4/20/18

8	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/20/18
9	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle amp roadway systems	Future planned development	7/21/167/21/1 6

# Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementati on (Yes or No)	Last Update Date
10	Crash report rejection/resu bmission process	Crash Records	Define and implement process after new database in 2020.	Future planned development	4/20/184/20/1 8
11	Data Dictionary	Citation/ Adjudication	Include edit checks/valida tion rules, detailed text- based descriptions, and note which elements are captured through linkage	Yes	4/20/17
12	Improve the data quality control program for the citation/adjud ication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	4/10/19
13	NIEM Guidelines	Citation/Adju dicationCitati on/Adjudicati on	Update to adhere for data transfer to the courts	Yes	1/10/19
14	Citation Tracking	Citation/Adju dicationCitati on/Adjudicati on	Track citations from point of issuance to posting on the driver file	Yes	1/10/19

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

Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementati on (Yes or No)	Last Update Date
24	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration		4/20/18
25	Create workflow documentatio n	Vehicle	Include NMVTIS. Upgrading to new system 10/15/19.	Yes	1/10/19
26	Create System Performance Measures	Vehicle	Establish timeliness, accuracy, completeness, uniformity, integration and accessibility with new system 10/15/19.	Yes	1/10/19
27	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	10/25/18
28	Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.77% of 2012 data was linked.	Yes	10/25/18
29	Project Name: E- CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/18/19
30	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements discussed with hospital association.	YesYes	7/26/18

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

Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

Project #	Project	Lead	Contact	Project	System:	Target	Estimate	Source
1	Driver's	NDOT	ion:	on /	Category	Deficien	Budget/	
	Electroni	11201	Sean	Purpose:	Project	cy	Funding	
	c Crash		Owings	Ťo	will	Project	Source	
	Reportin		sean.owi	create a	Address:	will	by Year:	
	g		ngs@ne	driver's	Crash	Address:		
	System		Draska.g	c crash	Records	target of		
			(402)	report		this		
			479-	form,		system		
			4628	DR41		support		
				that will		project		
				reduce		1S to		
				the		the		
				submitta		number		
				l of		of days		
				driver's		between		
				reports		the		
				that		submitta		
				data		driver's		
				retrieval		reports		
				from the		and data		
				Highway		retrieval		
				Safety		trom the		
				ion		ПЭI system		
				system		from 90		
				to 45		days to		
				days		45 days		
				from the		or less		
				90		electroni		
				days.To		c means		
				increase		to enter		
				the		and		
				accuracy		submit a		
				driver's		crash		
				submitte		report.U		
				d reports		pdate:		
				by		11/15:		
				eliminati		Databan		
				ng nard-		K 1S currently		
				hand		working		
				written		to map		
				reports		NDOT's		
				and		XSD 2.0		
				replacin g them		to the Driver's		
				with		Crash		
				electroni		Reportin		
				с		g		
				versions.		System		
				10 reduce		(DCRS'		
				reduce		s) nom-		

		mail	end. It	
		handling	1S	
		and	expected	
		time by	nrelimin	
		creating	arv	
		the	testing	
		images	of the	
		electroni	data	
		cally and	transmitt	
		then	al	
		automati	process	
		cally	W1ll	
		tho	begin	
		reports	February	
		into the	2016	
		Highway	The	
		Safety –	current	
		Accident	"soft	
		Records	release"	
		Section'	target	
		S	date 1s	
		imaging	une unira	
		To	of	
		notify	2016.1/1	
		and to	6:	
		give the	Coding	
		public	was	
		an	complete	
		electroni	1/15/16.	
		c means	Databan	
		and	K IS HOW	
		submit a	to	
		vehicle	NDOT's	
		crash	XSD	
		report.	schema.	
			The user	
			interface	
			has been	
			16:	
			Databan	
			k is	
			schedule	
			d to	
			deliver	
			the test	
			first	
			week of	
			March	
			2016.4/1	
			6: Final	
			release	
			of the	
			DCKS	

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			WIII	
			depend	
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			which	
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			1110	
			current	
			"soft	
			release"	
			1010ase	
			target	
			date is	
			set for	
			the third	
			quarter	
			of	
			2016.7/2	
			1/16:	
			Testing	
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			to the	
			User	
			Interface	
			interface	
			has been	
			complete	
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			u.	
			Addition	
			al testing	
			has been	
			nus occil	
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			DR41 to	
			crash	
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			January	
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			Training	
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			informat	
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			1011 WIII	
			be	
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			included	
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			with the	
			online	
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			A new	
			develope	
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			accionad	
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			project.	
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			The	
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			on date	
			is now	
			13 HOW	
			April 10,	
			2017.	
			1/20/17.	
			4/20/17.	
			The	
			DCRS is	
			D CITO IS	
			currently	
			in final	
			testing	
			testing	
			and 1s	
			schedule	
			d to be	
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			July 1	
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			/18: The	
			DCRS is	
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			February	
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			2018	
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			Help	
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			will be	
			.1.1.1	
			available	
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			2018 4/2	
			2010.4/2	
			0/18:	
			The	
			DCDC	
			DCKS	
			has been	

			dalarrad	
			delayed	
			until	
			mid	
			mia-	
			2018	
			due to	
			other	
			system	
			domondo	
			demands	
			.7/26/18:	
			The	
			DCDC	
			DCKS	
			launched	
			with a	
			witti a	
			soft	
			release	
			on	
			6/15/18.	
			Some	
			·	
			issues	
			have	
			haan	
			1. Deen	
			discover	
			ed and	
			magalwad	
			resolved.	
			Help	
			files are	
			111C5 dic	
			available	
			and	
			minimal	
			IIIIIIIIIIIIII	
			support	
			has been	
			required.	
			The	
			naper	
			paper	
			DCR has	
			been	
			undeted	
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			MMUC	
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			C 5 and	
			will be	
			available	
			later	
			later in	
			2018.1/1	
			0/10.	
			0/19.	
			The	
			public	
			lounchio	
			Taunen is	
			planned	
			for	
			1/1//10	
			1/14/19.	
			A	
			driver's	
			exchang	
			e form	
			was	
			printed	
			and	
			distribut	
			ad to larry	
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			ed to law	
			enforce	
			ment.4/1	
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			During	
			41- 0 10 04	
			the last	
			half of	
			2018.	
			NDOT	
			NDOI	
			received	
			12 250/	
			13.25%	
			of all	
			1.	
			driver	
			roporte	
			reports	
			via the	
			new	
			electroni	
			Siectioni	
			С	
			reporting	
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			Official	
			Official	
			notificati	
			nouncati	
			on of the	
			ovetom	
			system	
			was	
			made to	
			the	
			public in	
			Ionuoru	
			January.	
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			T	
			January	
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			of	
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			c.6/12/1	
			0. This	
			9. THIS	
			project	
			hacheer	
			has been	
			included	
			.1	
			as the	
			405c	
			IPR for	
			the	
			ule	
			FY2020	
			plan and	
			addition	
			al data is	
			attached	
			attached	
			to the	
			IDD	
			IPK.	
			Timeline	
			1 milenne	
			SS:	
			Before:	
			Deloie.	
			15.88	

			dave	
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			uays, a	
			5.1	
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			ment.	
			The date	
			of the	
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			crasn	
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			d from	
			the date	
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			received	
			to	
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			e the	
			total	
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			days	
			between	
			the two	
			periods.	
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			the time	
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			cionifico	
			significa	
			ntly	
			declined	
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			amount	
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			n on the	
			aftor (91)	
			of a day)	
			isa	
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			positive	
			indicator	
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			success.	
			As more	
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			als opt	
			to use	
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			ule .	
			electroni	
			С	
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			to	
			improve.	

2016	2017	2018	2019	2020	Section:	\$25,000.	\$0
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			NDOT	
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			Currentl	
			y, there	
			are a few	
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			issues	
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			s on this	
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			project	
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			Call De	
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			NDOT	
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			1 <b>n</b>	
			discussi	
			uiscussi	
			on with	
			Naharal	
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			a State	
			Patrol	
			(NICD)	
			$(\mathbf{NSP})$	
			whether	
			vinctilei	
			to use	
			the	
			T CC	
			TraCS	
			or the	
			or the	
			EAF2.0	
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			MMUC	
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			about	
			using	
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			TraCS	
			crash	
			reporting	
			instead	
			of the	
			current	
			EAF2.0	
			could	
			result in	
			changes	
			to this	
			project 7	
			/21/16	
			721/10. Testing	
			Testing	
			to the	
			User	
			Interface	
			has been	
			complete	
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			u. Addition	
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			system	
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			Addition	
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			started	
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			process,	
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			INSP WIII	
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			(EAF2.0)	
			) over to	
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			proposed	
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			Police	
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			finalized	
			October	
			5 2017	
			5, 2017.	
			NSP has	
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			2018.	
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			other	
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			MACH/	
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			er Aided	
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			) is in	
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			pricing	
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			nas been	
			set at	
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			φ2+ per	
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					be used until the launch of the new crash database 1/1/2021		
2016	2017	2018	2019	2020	Section: 405c	\$230,26 5.00	\$0

Project #	Project	Lead	Contact	Project	System:	Target	Estimate	Source
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	rak XSD	NDUI	Sean	DII /	Project	CV	Funding	
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			firm date.	
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2016	2017	2018	2019	2020	Crash Database Replace ment MMUC C 5 Upgrade Project kick-off meeting. LexisNe xis will have their team in place at NDOT and start work on January 16, 2019. The current timeline has a final MMUC C 5 Crash Informat ion Database (CID) moved into producti on by January 1, 2021.	\$36,638.	\$0
2010	2017	2018	2019	2020	405c	\$30,638. 00	ΦU

Project # 4 Anne: Develop a "Smart Map" Harmoniz ed Location Referenci ng System	Lead Agency: NDOT/N CC	Contact Informati on: Sean Owings and Mike Fargensea n.owings @nebrask a.gov (402) 479-4628 (402) 471-3992	Project Descriptio n/ Purpose: Deploy a "smart map" point-and- click interface for law enforcem ent officers to indicate the precise locations from an electronic map. Ability to overlay enforcem ent with crash records.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Crash locations are currently not accurately recorded. Ideally, this system would support auto- populatio n of location data fields on the crash report (and other forms) including street names, reference posts, offsets, and latitude/lo ngitude coordinat es. The Nebraska Departme nt of Transport ation should supply the base map for the field- deployed smart map so that crash locations indicated by officers automatic	Estimated Budget/F unding Source by Year:
					automatic ally match	

			locations	
			in the	
			roadway	
			inventory	
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			has made	
			the	
			decision	
			to move	
			to TraCS	
			(6/23/16)	
			so work	
			on this	
			project	
			project	
			nas	
			stopped.	
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			features	
			will be	
			available	
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			TraCS 10/	
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			Nebraska	
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			Patrol	
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			Lincom	

	2016	2017	2019	2010	2020	Police Departme nt and Lancaster County Sheriff's Office. Once testing is complete it will be rolled out to all TraCS users. 4/20/18: TLT has a working version that is being tested. Still waiting on some local road data. 9/18/18: TLT is now working on the crash form. After additional testing-it will be programm ed for other forms.	Section
Source	2016	2017	2018	2019	2020		Section: 402

Project # Name: Establis h a compreh ensive, formal quality control program for crash dataLead Agency: Information gs@nebr 4628Project Purpose: ensive, ensive, for crash dataSystem: or compreh ensive, for crash dataTarge or or Carash dataAdress adataControl program for crash dataProject ensive, for crash dataProject ensive, for crash dataProject ensive, for crash dataSystem: or compreh ensive, for crash dataComplek ensive, for crash dataAdress for crash dataAdress for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataAdress for crash dataFor crash dataFor crash dataFor crash for crash dataFor crash for crash dataFor crash for crash dataFor crash for crash dataFor crash dataFor crash for crash for crash dataFor crash for crash fo	Estimate d Budget/ Funding Source by Year: te by Year: a a a a a b b b b a b b b b b b a b a	Source
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Project # 6	Project Name: MMUC C Version 4.0 Complia nt (PAR XSD Upgrade )	Lead Agency: NDOT	Contact Informat ion: Sean Owingss ean.owin gs@nebr aska.gov (402) 479- 4628	Project Descripti on / Purpose: Update the Crash Records systems to become MMUC C version 4.0 complia nt.All electroni c systems will be transmitt ing the same data, via the same transmitt al process. Redesig ned PAR will allow NDOT to capture high interest research data elements .Richer dataset to work from leading to a safer and national roadway system.	System: Quality Category Project will Address: Crash Records	Target or Deficien cy Project will Address: Crash records are currently MMUC C version 1.0 complia nt, will upgrade to version 4.00.Ad ditional data is necessar y to have standard data to allow national comparis ons.Upd ate: 11/15: A team has been assemble d to assess the data requirem ents to meet the MMUC C version 4.0 requirem ents. The mapping of all third party Investiga tor electroni c reporting systems to	Estimate d Budget/ Funding Source by Year:	Source
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2016	2017	2018	2019	2020	Section: 405c	\$38,640. 00	\$0

Project # 7	Project Name: Improve the Data Dictionar y for the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the crash data completen ess and accuracy. Update: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: This will be included in the XSD validation process. 1/4/18: This will be included in the XSD validation process. 1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.4/20/1 8: This project is scheduled to be	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 8	Project Name: Improve the Process/P rocedures Flows for the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n/ Purpose: Create a process flow diagram for collection , reporting and posting of crash data.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess and accuracy of crash data. Update: Selected for implemen tation by the TRCC on 4/21/16.7/ 21/16: This will be included in the XSD validation process1/ 4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40. 4/20/18: This project is scheduled to be completed in 2020.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 9	Project Name: Improve the Interfaces with the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n/ Purpose: Improve the timeliness and availabilit y with real-time interfaces for driver, vehicle and roadway data systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the integratio n and accessibili ty of the crash data by providing real-time links with three other data systems.U pdate:Sele cted for implemen tation by the TRCC on 4/21/16.7/ 21/16: At the present time the crash system cannot be linked due to software constraint s. This will be reviewed after the system upgrade that is scheduled to be completed in 2020.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 10	Project Name: Crash Report Rejection/ Resubmis sion Process	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n / Purpose: Define and implemen t a process where incomplet e or inaccurate crash reports will be returned to law enforcem ent for correction s.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the crash data system.U pdate: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: No progress4/ 20/18: This process will be reviewed with the planning of the new system replaceme nt.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 11	Project Name: Citation/ Adjudicat ion System Data Dictionar y	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Create an approved data dictionary for the Citation/ Adjudicat ion system including all databases. Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 12	Project Name: Improve the Data Quality Control Program for the Citation/ Adjudicat ion System	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Implemen t performan ce measures and trend analysis to assess data quality. These will include a complete set of data quality performan ce measures for the citation/a djudicatio n systems covering timeliness , accuracy, completen ess, consistenc y, integratio n, and accessibili ty.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data accuracy by tracking all needed improvem ents. Develop a performan ce measure grid with all six attributes being updated annually. Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted. 1/10/19: No	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020	update.	Section: 405c

Project # 13	Project Name: NIEM Guideline s	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Update NIEM guidelines to adhere for data transfer to the courts.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data uniformit y by 50% of data records from the current 0% that comply with NIEM guidelines .Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted.1/10/1 9: No Update	Estimated Budget/F unding Source by Year:
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Project # 15	Project Name: Citation/ Adjudicat ion Data Linkage	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n/ Purpose: Link data within citation/a djudicatio n system and with driver, vehicle and crash systems. Explore Jail/Prose cutor data interface and TraCS local installatio n. Currently have a process available to provide prosecuto rs with citation data via NCJIS.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data linkage by upgrading systems that will automatic ally link 100% of citation/a djudicatio n data for all justice departme nts, driver, vehicle and crash data systems. Update: Selected for implemen tation by the TRCC 4/21/16.Ja il interface is not viable for necessary data. Arrest form automatio n from law enforcem ent to prosecuto rs would provide the necessary data and improve timeliness .5/30/18: No update.1/ 10/19: No update.	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c
Project # 16	Project Name: Establish a Linked DUI	Lead Agency: Nebraska Crime Commissi	Contact Informati on: Mike Fargen Kathy	Project Descriptio n / Purpose: Linked to	System: Quality Category Project will	Target or Deficienc y Project will Address:	Estimated Budget/F unding Source by Year:
	System (MIDRIS)	on / Departme nt of Motor Vehicles	VanBrock linmike.fa rgen@neb raska.gov kathy.Van Brocklin @nebrask a.gov(402 ) 471- 3992 402-471- 3901	the driver system electronic ally. Include driver sanctions and all citations written by law enforcem ent.	Address: Traffic Records	Improve data completen ess and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.U pdate: Selected for implemen tation by the TRCC 4/21/16.1/ 10/19: No update.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 17	Project Name: Develop Traffic Records Inventory	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n / Purpose: Create a document that contains the descriptio n and details of all of the traffic records data including the data manager for each system.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess of all of the data systems to allow integratio n.Update: Selected for implemen tation by the TRCC 4/21/16.5/ 3/17: Partial roadway inventory submitted Reminded other data administr ators to compile data inventory while in process of updating/r eplacing systems.4 /20/18: Continue working with data administr ators through conversio ns and upgrades to establish inventory during transition s.1/10/19: Upgrades have been scheduled for	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c
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Project # 19	Project Name: Develop a Lifecycle Cost Considera tion for Projects	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n/ Purpose: Develop a lifecycle cost considerat ion for projects to ensure long-term projects are successful beyond federal funding.	System: Quality Category Project will Address: Traffic Records		Target or Deficienc y Project will Address: Improve the completen ess of projects by considerin g the long-term and on- going costs.Upd ate: Selected for implemen tation by the TRCC 4/21/16.5/ 2/17: The lifecycle cost considerat ion is reviewed during the initial grant contract proposal applicatio n review.
Estimated Budget/F unding Source by Year:	Source	2016	2017	2018	2019	2020	

Tun	Project # 20	Project Name: Record Adverse Driving Histories for Non- Commerc ial Drivers	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n/ Purpose: Continue to follow the American Associati on of Motor Vehicle Administr ators (AAMVA ) progress in building the state- to-state driver record system.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess and accuracy of the driver data system.U pdate: 3/15/15 – The American Associati on of Motor Vehicle Administr ators (AAMVA ) is currently developin g the state-to- state system (S2S) that will facilitate the electronic transfer of informati on between participati ng states. Nebraska is scheduled to be one of 11 pilot states, with implemen tation expected no later than July 2017. Full	Estimated Budget/F unding Source by Year:
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fristones Venicies Vanisrock to follow Address: Improve ourke@he American braska.go Novers v on of kathy.Van Motor of the genebrask Administr a.gov402- ators 471-2670 (AAMVA pdate: 402-471- 3901 briving the state- to-state on of driver Woto vostate to state on of system. U 402-471- 3901 briving the state- to-state on of driver Woto system. Administr ators (AAMVA) ) is currently developing g the state-to- state system (S2S) that will facilitate the state- system driver with informati on of of 11 pilot states, Nebraska is scheduled to be one of 11 pilot states, Nebraska scheduled to be one states states scheduled to be one states scheduled to be one states scheduled to be one states scheduled to be one states scheduled to be one states scheduled to be one states scheduled to be one scheduled to be scheduled to scheduled to sch		Adverse Driving	nt of Motor	O'Rourke Kathy	Purpose: Continue	Project will	will Address:	Source by Year:
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						have implemen ted S2S.3/19/ 19: Adding Missouri to S2S in January.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 21	Project Name: Create a Process Flow for the Driver Data System	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Develop a process flow chart for the driver data system to document all processes.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the driver data system.U pdate: 5/31/16: Currently the Vehicle, Title and Registrati on System is being moderniz ed. Once that project has been completed – it will be determine d when the Driver Licensing System will be incorporat ed into it. At that time, the process flow chart will be created document ing all processes. 4/20/18: The driver data system is laned for update after the vehicle system is laned for update	Estimated Budget/F unding Source by Year:
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						October 2019.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 22	Project Name: Create a Data Dictionar y for the Driver Data System.	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Create a data dictionary for the driver data system that will include all of the data elements, validation rules and any elements that will be captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy and completen ess of the driver system data.Upda te: Selected for implemen tation by the TRCC 4/21/16.4/ 20/18: The driver data system will be planned for update after the vehicle system is launch in October 2019. The data dictionary will be establishe d with the new system.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 23	Project Name: Implemen t the Quality Control Program for the Driver Data System	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Develop quality control program for the Driver data system including timeliness accuracy, completen ess, uniformit y, integratio n and accessibili ty.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the driver data system.U pdate: 6/1/16: All CDL records processed daily are reviewed for accuracy. We currently have a 4% error rate, which we would like to reduce to no more than 2%. We also hope in the next year to begin auditing 5% of non- commerci al records processed daily.4/20 /17: All CDL records processed daily for accuracy. We get monthly reports from AAMVA and the highest error rate was 1.9%.	Estimated Budget/F unding Source by Year:
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						emphasis is on CDL/Thir d Party audits.	
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Source	2016	2017	2018	2019	2020		Section: 405c

Project # 24	Project Name: Deny PRISM Reincarna ted Carriers	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Cathy Beedlecat hy.Beedle @nebrask a.gov 402-471- 3894	Project Descriptio n / Purpose: Develop the process to deny registratio n to the PRISM reincarnat ed carriers.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the vehicle data systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: No update to report4/20 /17: DMV has the authority and does deny registratio n for out of service carriers under the PRISM program, but identifyin g "suspecte d reincarnat ed carriers" and denying registratio n would require statute changes.4 /20/18 – No update	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 25	Project Name: Create Workflow Document ation for the Vehicle Database	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Betty Johnsonb etty.Johns on@nebra ska.gov 402-471- 3909	Project Descriptio n / Purpose: Create a workflow document for the vehicle system that includes National Motor Vehicle Title Informati on System (NMVTIS ).	System: Quality Category Project will Address: Traffic Records	larget of Deficienc y Project will Address: Improve the uniformit y of the vehicle data with a complete workflow document so all users follow the same guidelines .Update 6/1/16: NE DMV is currently in the initial stages of a vehicle system moderniz ation and replaceme nt project. Plans for the new system include full integratio n with NMVTIS. Project roll-out is anticipate d to be in the 2019 timeframe .7/21/16: Work continues to identify best practices, secure budget authority, and hire a	Estimated Budget/F unding Source by Year:
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						system. Initial stages of the work required by this contract have commenc ed. A deployme nt date of October 15, 2019 has been designate d.1/10/19: The system performan ce measures will be launched with the new system October	
Source	2016	2017	2018	2019	2020	15, 2019.	Section:
							405c

Project # 27	Project Name: Nebraska Emergenc y Medical Services Data Quality Improvem ent	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Finalize and implemen t quality control measures to improve the accuracy and consistenc y of eNarsis data. Convert all EMS services to electronic submissio n in eNarsis. Expand edit checks and validation rules.	System: Quality Category Project will Address:	Target or Deficienc y Project will Address: 100% of EMS records will be submitted electronic ally in eNarsis.U pdate: 2015: 83% of EMS services across the state are using electronic forms to submit data to eNarsis. Omaha Fire and Rescue have specific reporting systems developed on their own. All licensed Nebraska Ambulanc e Services are now required to submit pre- hospital patient data electronic ally within 72 hours to DHHS, EMS program.1 1/2015: Dropped to 70.1% of EMS	Estimated Budget/F unding Source by Year:
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						new criteria to analyze the data in subgroup based on the requireme nt of EMS data providers. 10/25/18: Added new measure to the EMS annual report to assess time from dispatch	
						report to assess time from	
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Source	2016	2017	2018	2019	2020	501 VICC.	Section: 405c

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					far, and are waiting for the final versions of the rest of our data sources in order to complete those linkages. 10/25/18 : Added new measure to the EMS annual report to assess time from dispatch to in- service.		
2016	2017	2018	2019	2020	Section: 405c	\$168,98 0.00	\$173,00 3.00

Project #	Project Name:	Lead Agency:	Contact Informat	Project Descripți	System: Quality	Target	Estimate d	Source
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2016	2017	2018	2019	2020	report for all hospitals and sent to all reporting hospitals via VB program. 4/18/19: Met with NHA officials twice during this time. Discusse d E-code data quality, provided feedback to question s on E- code reports from two hospitals , requeste d an E- code data quality. Section:	\$36.638.	\$46.356.
2016	2017	2018	2019	2020	Section: 405c	\$36,638. 00	\$46,356. 00

Project # 30	Project Name: Create a Data Dictionar y for the EMS/Inju ry Surveillan ce Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy and uniformit y of the EMS/Inju ry Surveillan ce System data.Upda te: Selected for implemen tation by the TRCC 4/21/16.6/ 16: Current validation rules are under review by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated Validation rules are also being reviewed to get performan ce measure reports for EMS for Stroke, Cardiac and other	Estimated Budget/F unding Source by Year:
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						developed various working document data dictionary during their transition to NEMSIS v.3. We are working to avoid duplicatio n of efforts.4/2 0/18: Obtained all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communi cation with Tim and Sharon to learn what their need was for the EMS data dictionary	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 31	Project Name: Create System Performa nce Measures for the EMS/Inju ry Surveillan ce Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Description n / Purpose: Develop quality control program for the ems/injur y surveillan ce data systems including timeliness , accuracy, completen ess, uniformit y, integratio n and accessibili ty. Include data audits to identify trends and difference s.	System: Quality Category Project will Address: Traffic Records	Target or Deficiency will Address: Improve the data in the ems/injur y surveillan ce systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.6/ 16: This process is being started in 2016 by the Office of EMS and Trauma. All systems will be reviewed and more validity rules are being put in place. Data audits will be sent out to services in efforts to support services in efforts to support services and more validity rules are being put in place. Data audits will be sent out to services in efforts to support services data quality and move to a data driven approach from the departme nt and EMS	Estimated Budget/F unding Source by Year:
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						measurem ent of accuracy and completen ess performan ce based on the NEMSIS V3.4.0 data by month. Measure the timeliness of the data based on patient dispositio n in May 2018.	
Source	2016	2017	2018	2019	2020		Section: 405c
Project # 32	Project Name: Interfaces /linkage for EMS/Inju ry Surveillan ce Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Link all EMS/Inju ry surveillan ce systems possible within current statutes.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the linkage of the EMS/Inju ry Surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: Only interface between EMS/Inju ry Surveillan ce systems currently in place is that between EMS/Inju ry Surveillan ce systems currently in place is that between the EMS system and the trauma registry system.6/ 4/18: Due to statute restriction s, of all of the datasets that are part of the injury surveillan ce system	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c

Project # 33	Project Name: Include Rehabilita tion Data in the EMS/Inju ry Surveillan ce Data Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Add rehabilitat ion data to the current data systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess of the EMS/inju ry surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: The Trauma regulation s committe e has met, but nothing final on the rehab data section.6/ 4/18: The Trauma regulation s have been approved by the Trauma Board, but still need Board of Health approval and then submitted to the Secretary of State to begin the more formal process.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section:

34	Name: Track Frequenc y, Severity, amp Nature of Injuries in MVC	Agency: DHHS	Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Descriptio n/ Purpose: Track the frequency , severity and nature of injuries in Motor Vehicle Crashes (MVC). This informati on will improve the completen ess of traffic record data.	Quality Category Project will Address: Traffic Records	Deficienc y Project will Address: Improve the completen ess of EMS/inju ry surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: Developm ent stage of this project.6/ 4/18: Transition ed to EMS version 3. Conducte d evaluation on demograp hic variables to determine if all EMS validity rules were catching appropriat e issues. Met with EMS program to report 2016 amp 2017 results and discuss potential areas of data	Budget/F unding Source by Year:
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						assess data source for risk and protective factor (RampPF ) informati on We've identified an entity, Universit y of Nebraska Omaha Center for Public Affairs Research (CPAR), which can help us complete this project. We worked with them to identify the needs of the project and project proposal. The contract is	
						proposal. The contract is out for signature.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 35	Project Name: Allow Access to Roadway Data	Lead Agency: NDOT	Contact Informati on: Mark Osbornma rk.Osborn @nebrask a.gov402- 479-4443	Project Descriptio n / Purpose: Allow access to the roadway data for informati on users and other departme nts that could update the informati on.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accessibili ty of the roadway data.Upda te: Selected for implemen tation by the TRCC 4/21/16.4/ 25/18: The departme nt has implemen ted a data warehous e that makes roadway data available the entire departme nt. The capabilitie s for outside users to access the data are under investigat ion with the domain move. Users outside of the roadway Asset Managem ent section will not be able to update data. The	Estimated Budget/F unding Source by Year:
						Traffic Analysis	

						Unit created interactiv e statewide GIS maps of all NDOT traffic counts in the last two years and published it to the NDOT website for the public to use. Because NDOT collects all traffic counts on a two- year cycle, this data represents the most complete and up-to- date	
						traffic count data available. The data has also been publichin	
						g to the State of Nebraska GIS data repository (Nebraska MAP) for	
						the public to download and complete their own data	
Source	2016	2017	2018	2019	2020	analysis.	Section: 405c

Project #	Project	Lead	Contact	Project	System:	Target or	Estimated
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Source	2016	2017	2018	2019	2020	Section:
						405c

Project # 37	Project Name: Develop a Quality Control Program for the Roadway Data	Lead Agency: NDOT	Contact Informati on: Mark Osbornma rk.Osborn @nebrask a.gov402- 479-4443	Project Descriptio n / Purpose: Develop quality control program for the roadway data system including timeliness , accuracy, completen ess, uniformit y, integratio n and accessibili ty. Include data audits to identify trends and difference s. Develop a comprehe nsive data dictionary	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the data accuracy of the roadway data system.U pdate: Selected for implemen tation by the TRCC 4/21/16.5/ 2/17: Currently only the business area responsibl e for the elements internally have access to the data. The systems are planned to facilitate access to the data. NDOT will put the data NDOT will put the data on the State of Nebraska Open Data website and also put a link on the Nebraska Departme nt of Transport ation public site.4/20/ 18: The	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020	n table and pulling that code from the NFC table maintaine d by Materials amp Research division. This automatic linking of NFC data to the source improved the quality of data by removing the need to manually update the NFC data in the traffic count table.	Section:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 38	Project Name: Provide Truly Integrated Data	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n / Purpose: Work with all data system administr ators to integrate all of the traffic records systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data integratio n of all of the data systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # Projec 39 Name Develo Data Govern nce	ct Lead Agency: TRCC Manage ment/HS O	Contact Informat ion: Bill Kovarik william. kovarik @nebras ka.gov 402-471- 2516	Project Descripti on / Purpose: Work with all data system administ rators to define the overall manage ment of the	System: Quality Category Project will Address: Traffic Records	Target or Deficien cy Project will Address: Improve the accuracy of the traffic records data by verifying	Estimate d Budget/ Funding Source by Year:	Source
			integrity, and security of the traffic records data.		ate: Selected for impleme ntation by the TRCC 4/21/16. 10/20/16 : The NDOT has establish ed a Data Governa nce (DG) and a Business Intellige nce Compete ncy Center (BICC) to manage all Nebrask a traffic data.4/2 0/17: All data is expected to be moved to the new data manage		

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					of data themes and issues has been compile d, a "yellow pages" data staff directory project has begun, and a basic framewo rk for future actions has been complete d.		
2016	2017	2018	2019	2020	Section: 405c	\$0	\$0

Project # 40	Project Name: Highway Safety Informat ion System Database Rewrite	Lead Agency: NDOT	Contact Informat ion: Sean Owingss ean.owin gs@nebr aska.gov (402) 479- 4628	Project Descripti on / Purpose: Replace the existing IBM DB2 mainfra me HSI database with a modern database software solution with normaliz ed structure to minimiz ed structure to minimiz ed atabase tables to allow for the collectio n of all MMUC C version 4 data elements , making NDOT 100% MMUC C version 4 complia nt.	System: Quality Category Project will Address: Traffic Records	Target or Deficien cy Project will Address: The target of this project is to improve the crash data complete ness to 100% MMUC C version 4 complia nt from the current approxi mate 50%. An addition al target is to improve the timeline ss from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database .Update: Project plans are complete d to start	Estimate d Budget/ Funding Source by Year:	Source
						plans are complete d to start in October		

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2016	2017	2018	2019	2020	compete d the Gap Analysis Report by May 31, 2019. Once these two documen ts are done and approve d, the detailed design phase, testing and impleme ntation can begin. Project completi on is schedule d for 1/1/2021	\$0	\$100.00
2010	2017	2018	2019	2020	 405c	ΦU	\$100,00 0.00

Traffic Records Supporting Non-Implemented Recommendations

Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

Project #	Project	Lead	Contact	Project	System:	Target	Estimate	Source
1	Driver's	NDOT	ion:	on /	Category	Deficien	Budget/	
	Electroni	11201	Sean	Purpose:	Project	cy	Funding	
	c Crash		Owings	Ťo	will	Project	Source	
	Reportin		sean.owi	create a	Address:	will	by Year:	
	g		ngs@ne	driver's	Crash	Address:		
	System		ov	c crash	Records	target of		
			(402)	report		this		
			479-	form,		system		
			4628	DR41		support		
				that will		project		
				time for		1S to reduce		
				the		the		
				submitta		number		
				l of		of days		
				driver's		between		
				reports		the		
				allow		lof		
				data		driver's		
				retrieval		reports		
				from the		and data		
				Highway		retrieval		
				Safety		from the		
				ion		system		
				system		from 90		
				to 45		days to		
				days		45 days		
				from the		or less		
				90		electroni		
				davs.To		c means		
				increase		to enter		
				the		and		
				accuracy		submit a		
				rate of driver's		crash		
				submitte		report.U		
				d reports		pdate:		
				by		11/15:		
				eliminati		Databan		
				ng hard-		K 1S		
				hand		working		
				written		to map		
				reports		NDOT's		
				and		XSD 2.0		
				replacin		to the		
				g them		Crash		
				electroni		Reportin		
				c		g		
				versions.		System		
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				reduce		s) front-		

		mail	end. It	
		handling	1S	
		and	expected	
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		creating	arv	
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		electroni	data	
		cally and	transmitt	
		then	al	
		automati	process	
		cally	W1ll	
		moving tho	begin	
		reports	February	
		into the	2016	
		Highway	The	
		Safety –	current	
		Accident	"soft	
		Records	release"	
		Section'	target	
		S	date 1s	
		system	quartar	
		To	of	
		notify	2016.1/1	
		and to	6:	
		give the	Coding	
		public	was	
		an	complete	
		electroni	1/15/16.	
		c means	Databan	
		and	K IS HOW	
		submit a	to	
		vehicle	NDOT's	
		crash	XSD	
		report.	schema.	
			The user	
			interface	
			has been	
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			Databan	
			k is	
			schedule	
			d to	
			deliver	
			the test	
			first	
			week of	
			March	
			2016.4/1	
			6: Final	
			release	
			of the	
			DCKS	

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2016	2017	2018	2019	2020	Section: 405c	\$25,000. 00	\$0

2 Name: Investiga tor's Agency: NDOT Informat ion: or Sean.owi ecords Descripti on/ Sean.owi upgrade Quality or Project will Crash Reportin g or Project Will Crash Records or Address: To   g System ov (402) Investiga tor's Crash Records Crash Records To   4628 crash report crash crash report average of less than 10 minutes of l form.   10 fan average of less than 10 minutes of submitta of an increase the accuracy rate of Investiga tor's of an increase the accuracy rate of Investiga tor's of an increase the accuracy rate of Investiga tor's   a a average of less than 10 minutes of increase the accuracy rate of Investiga tor's of an increase the accuracy rate of Investiga tor's	Budget/ Funding Source by Year:	
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2016	2017	2018	2019	2020	Section: 405c	\$230,26 5.00	\$0

Project #	Project	Lead	Contact	Project	System:	Target	Estimate	Source
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2016	2017	2018	2019	2020	Crash Database Replace ment MMUC C 5 Upgrade Project kick-off meeting. LexisNe xis will have their team in place at NDOT and start work on January 16, 2019. The current timeline has a final MMUC C 5 Crash Informat ion Database (CID) moved into producti on by January 1, 2021. Section:	\$36.638.	\$0
2010	2017	2018	2019	2020	405c	\$30,038. 00	ΦŪ

Project # 4 Anne: Develop a "Smart Map" Harmoniz ed Location Referenci ng System	Lead Agency: NDOT/N CC	Contact Informati on: Sean Owings and Mike Fargensea n.owings @nebrask a.gov (402) 479-4628 (402) 471-3992	Project Descriptio n/ Purpose: Deploy a "smart map" point-and- click interface for law enforcem ent officers to indicate the precise locations from an electronic map. Ability to overlay enforcem ent with crash records.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Crash locations are currently not accurately recorded. Ideally, this system would support auto- populatio n of location data fields on the crash report (and other forms) including street names, reference posts, offsets, and latitude/lo ngitude coordinat es. The Nebraska Departme nt of Transport ation should supply the base map for the field- deployed smart map so that crash locations indicated by officers automatic	Estimated Budget/F unding Source by Year:
					automatic ally match	

			locations	
			in the	
			roadway	
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			on this	
			project	
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			stopped	
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Source	2016	2017	2018	2019	2020	Police Departme nt and Lancaster County Sheriff's Office. Once testing is complete it will be rolled out to all TraCS users. 4/20/18: TLT has a working version that is being tested. Still waiting on some local road data. 9/18/18: TLT is now working on the crash form. After additional testing-it will be programm ed for other forms.	Section:
							402

Project # Name: Establis h a compreh ensive, formal quality control program for crash dataLead Agency: Information gs@nebr 4628Project Purpose: ensive, ensive, for crash dataSystem: or compreh ensive, for crash dataTarge or or Carash dataAdress adataControl program for crash dataProject ensive, for crash dataProject ensive, for crash dataProject ensive, for crash dataSystem: or compreh ensive, for crash dataComplek ensive, for crash dataAdress for crash dataAdress for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataComplek ensive, for crash dataAdress for crash dataFor crash dataFor crash dataFor crash for crash dataFor crash for crash dataFor crash for crash dataFor crash for crash dataFor crash dataFor crash for crash for crash dataFor crash for crash fo	Estimate d Budget/ Funding Source by Year: te by Year: a a a a a b b b b a b b b b b b a b a	Source
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Project #	Project Name: MMUC C Version 4.0 Complia nt (PAR XSD Upgrade )	Lead Agency: NDOT	Lontact Informat ion: Sean Owingss ean.owin gs@nebr aska.gov (402) 479- 4628	Project Descripti on / Purpose: Update the Crash Records systems to become MMUC C version 4.0 complia nt.All electroni c systems will be transmitt ing the same data, via the same transmitt al process. Redesig ned PAR will allow NDOT to capture high interest research data elements .Richer dataset to work from leading to a safer and national roadway system.	System: Quality Category Project will Address: Crash Records	rarget or Deficien cy Project will Address: Crash records are currently MMUC C version 1.0 complia nt, will upgrade to version 4.00.Ad ditional data is necessar y to have standard data to allow national comparis ons.Upd ate: 11/15: A team has been assemble d to assess the data requirem ents to meet the MMUC C version 4.0 assess the data requirem ents. The mapping of all third party Investiga tor electroni c reporting systems to	Estimate d Budget/ Funding Source by Year:	Source
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Project # 7	Project Name: Improve the Data Dictionar y for the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the crash data completen ess and accuracy. Update: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: This will be included in the XSD validation process. 1/4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40.4/20/1 8: This project is scheduled to be	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 8	Project Name: Improve the Process/P rocedures Flows for the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n/ Purpose: Create a process flow diagram for collection , reporting and posting of crash data.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess and accuracy of crash data. Update: Selected for implemen tation by the TRCC on 4/21/16.7/ 21/16: This will be included in the XSD validation process1/ 4/18: This will be included in the Highway System Database Rewrite and will be updated in Project # 40. 4/20/18: This project is scheduled to be completed in 2020.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c
Project # 9	Project Name: Improve the Interfaces with the Crash Data System	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n / Purpose: Improve the timeliness and availabilit y with real-time interfaces for driver, vehicle and roadway data systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the integratio n and accessibili ty of the crash data by providing real-time links with three other data systems.U pdate:Sele cted for implemen tation by the TRCC on 4/21/16.7/ 21/16. At the present time the crash system cannot be linked due to software constraint s. This will be reviewed after the system upgrade that is scheduled to be completed in 2020.	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c

Project # 10	Project Name: Crash Report Rejection/ Resubmis sion Process	Lead Agency: NDOT	Contact Informati on: Sean Owingsse an.owings @nebrask a.gov(402 ) 479- 4628	Project Descriptio n / Purpose: Define and implemen t a process where incomplet e or inaccurate crash reports will be returned to law enforcem ent for correction s.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the crash data system.U pdate: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: No progress4/ 20/18: This process will be reviewed with the planning of the new system replaceme nt.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 11	Project Name: Citation/ Adjudicat ion System Data Dictionar y	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Create an approved data dictionary for the Citation/ Adjudicat ion system including all databases. Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 12	Project Name: Improve the Data Quality Control Program for the Citation/ Adjudicat ion System	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Implemen t performan ce measures and trend analysis to assess data quality. These will include a complete set of data quality performan ce measures for the citation/a djudicatio n systems covering timeliness accuracy, completen ess, consistenc y, integratio n, and accessibili ty.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data accuracy by tracking all needed improvem ents. Develop a performan ce measure grid with all six attributes being updated annually. Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted. 1/10/19: No update.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 13	Project Name: NIEM Guideline s	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n / Purpose: Update NIEM guidelines to adhere for data transfer to the courts.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data uniformit y by 50% of data records from the current 0% that comply with NIEM guidelines .Update: Selected for implemen tation by the TRCC 4/21/16.4/ 20/17: Due to changes in Staff, this project has not been implemen ted.1/10/1 9: No Update	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 14	Project Name: Citation Tracking System	Lead Agency: Nebrask a Crime Commis sion	Contact Informat ion: Mike Fargenm ike.farge n@nebra ska.gov (402) 471- 3992	Project Descripti on / Purpose: Review of the current citation data collected by NCJIS and JUSTIC E and a determin ation of the feasibilit y of enhancin g either for use as a Citation Tracking System.	System: Quality Category Project will Address: Citation and Adjudica tion Records	Target or Deficien cy Project will Address: Launch an integrate d system that will track 100% of citations through adjudicat ion.Upd ate: Citations issued electroni cally are now being made available to prosecut ors via NCJIS uploaded the same day of issuance and then made available within 48 hours. The main agency not using this process is the	Estimate d Budget/ Funding Source by Year:	Source
						The main agency not using this process is the Douglas County Attorney . The citations are instead delivere d manuall		

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2016	2017	2018	2019	2020	Section: 405c	\$364,00 0.00	\$255,00 0.00

Project # 15	Project Name: Citation/ Adjudicat ion Data Linkage	Lead Agency: Nebraska Crime Commissi on	Contact Informati on: Mike Fargenmi ke.fargen @nebrask a.gov (402) 471-3992	Project Descriptio n/ Purpose: Link data within citation/a djudicatio n system and with driver, vehicle and crash systems. Explore Jail/Prose cutor data interface and TraCS local installatio n. Currently have a process available to provide prosecuto rs with citation data via NCJIS.	System: Quality Category Project will Address: Traffic Records	larget or Deficienc y Project will Address: Improve data linkage by upgrading systems that will automatic ally link 100% of citation/a djudicatio n data for all justice departme nts, driver, vehicle and crash data systems. Update: Selected for implemen tation by the TRCC 4/21/16.Ja il interface is not viable for necessary data. Arrest form automatio n from law enforcem ent to prosecuto rs would provide the necessary data and improve timeliness .5/30/18: No update.1/ 10/19: No update.	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c
Project # 16	Project Name: Establish a Linked DUI	Lead Agency: Nebraska Crime Commissi	Contact Informati on: Mike Fargen Kathy	Project Descriptio n / Purpose: Linked to	System: Quality Category Project will	Target or Deficienc y Project will Address:	Estimated Budget/F unding Source by Year:
	System (MIDRIS)	on / Departme nt of Motor Vehicles	VanBrock linmike.fa rgen@neb raska.gov kathy.Van Brocklin @nebrask a.gov(402 ) 471- 3992 402-471- 3901	the driver system electronic ally. Include driver sanctions and all citations written by law enforcem ent.	Address: Traffic Records	Improve data completen ess and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.U pdate: Selected for implemen tation by the TRCC 4/21/16.1/ 10/19: No update.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 17	Project Name: Develop Traffic Records Inventory	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n / Purpose: Create a document that contains the descriptio n and details of all of the traffic records data including the data manager for each system.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess of all of the data systems to allow integratio n.Update: Selected for implemen tation by the TRCC 4/21/16.5/ 3/17: Partial roadway inventory submitted Reminded other data administr ators to compile data inventory while in process of updating/r eplacing systems.4 /20/18: Continue working with data administr ators through conversio ns and upgrades to establish inventory during transition s.1/10/19: Upgrades have been scheduled for	Estimated Budget/F unding Source by Year:
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						systems and inventory has been requested.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 18	Project Name: Improve Quality Control and Quality Improvem ent Programs	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n / Purpose: Develop quality control guidelines for all six data systems including timeliness , accuracy, completen ess, uniformit y, integratio n and accessibili ty.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Allows the opportuni ty to measure all performan ce goals for all data systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.6/ 1/16: A request has been	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c
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Project # 19	Project Name: Develop a Lifecycle Cost Considera tion for Projects	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n/ Purpose: Develop a lifecycle cost considerat ion for projects to ensure long-term projects are successful beyond federal funding.	System: Quality Category Project will Address: Traffic Records		Target or Deficienc y Project will Address: Improve the completen ess of projects by considerin g the long-term and on- going costs.Upd ate: Selected for implemen tation by the TRCC 4/21/16.5/ 2/17: The lifecycle cost considerat ion is reviewed during the initial grant contract proposal applicatio n review.
Estimated Budget/F unding Source by Year:	Source	2016	2017	2018	2019	2020	

Project # Project Name: Lead Agency: Contact Informati Descriptio System: Target or Quality Quality Deficience Budget Users in Motor Vehicles Vehicle Administr aggov402-471-3901 Notor Vehicle V
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Source	2016	2017	2018	2019	2020		Section: 405c

Project # 21	Project Name: Create a Process Flow for the Driver Data System	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Develop a process flow chart for the driver data system to document all processes.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the driver data system.U pdate: 5/31/16: Currently the Vehicle, Title and Registrati on System is being moderniz ed. Once that project has been completed – it will be determine d when the Driver Licensing System will be incorporat ed into it. At that time, the process flow chart will be created document ing all processes. 4/20/18: The driver data system is laned for update after the vehicle system is laned for update	Estimated Budget/F unding Source by Year:
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						October 2019.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 22	Project Name: Create a Data Dictionar y for the Driver Data System.	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Create a data dictionary for the driver data system that will include all of the data elements, validation rules and any elements that will be captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy and completen ess of the driver system data.Upda te: Selected for implemen tation by the TRCC 4/21/16.4/ 20/18: The driver data system will be planned for update after the vehicle system is launch in October 2019. The data dictionary will be establishe d with the new system.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 23	Project Name: Implemen t the Quality Control Program for the Driver Data System	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Sara O'Rourke Kathy VanBrock linsara.Or ourke@ne braska.go v kathy.Van Brocklin @nebrask a.gov402- 471-2670 402-471- 3901	Project Descriptio n / Purpose: Develop quality control program for the Driver data system including timeliness , accuracy, completen ess, uniformit y, integratio n and accessibili ty.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the driver data system.U pdate: 6/1/16: All CDL records processed daily are reviewed for accuracy. We currently have a 4% error rate, which we would like to reduce to no more than 2%. We also hope in the next year to begin auditing 5% of non- commerci al records processed daily.4/20 /17: All CDL records processed daily for accuracy. We get monthly reports from AAMVA and the highest error rate was 1.9%.	Estimated Budget/F unding Source by Year:
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						emphasis is on CDL/Thir d Party audits.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 24	Project Name: Deny PRISM Reincarna ted Carriers	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Cathy Beedlecat hy.Beedle @nebrask a.gov 402-471- 3894	Project Descriptio n / Purpose: Develop the process to deny registratio n to the PRISM reincarnat ed carriers.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy of the vehicle data systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: No update to report4/20 /17: DMV has the authority and does deny registratio n for out of service carriers under the PRISM program, but identifyin g "suspecte d reincarnat ed carriers" and denying registratio n would require statute changes.4 /20/18 – No update	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 25	Project Name: Create Workflow Document ation for the Vehicle Database	Lead Agency: Departme nt of Motor Vehicles	Contact Informati on: Betty Johnsonb etty.Johns on@nebra ska.gov 402-471- 3909	Project Descriptio n / Purpose: Create a workflow document for the vehicle system that includes National Motor Vehicle Title Informati on System (NMVTIS ).	System: Quality Category Project will Address: Traffic Records	larget of Deficienc y Project will Address: Improve the uniformit y of the vehicle data with a complete workflow document so all users follow the same guidelines .Update 6/1/16: NE DMV is currently in the initial stages of a vehicle system moderniz ation and replaceme nt project. Plans for the new system include full integratio n with NMVTIS. Project roll-out is anticipate d to be in the 2019 timeframe .7/21/16: Work continues to identify best practices, secure budget authority, and hire a	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020	1, 2019 – Interface developm ent deadline From now until October 4th, the team is identifyin g cutover tasks, which is a list of all preparatio ns and work necessary to switch from the legacy system to VicToRy. Cutover will start October 11th and continue through the weekend. VicToRy will go- live in all offices statewide on October 15, 2019.	Section:
Source	2010	2017	2010	2017	2020		405c

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						system. Initial stages of the work required by this contract have commenc ed. A deployme nt date of October 15, 2019 has been designate d.1/10/19: The system performan ce measures will be launched with the new system October	
Source	2016	2017	2018	2019	2020	15, 2019.	Section:
							405c

Project # 27	Project Name: Nebraska Emergenc y Medical Services Data Quality Improvem ent	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Finalize and implemen t quality control measures to improve the accuracy and consistenc y of eNarsis data. Convert all EMS services to electronic submissio n in eNarsis. Expand edit checks and validation rules.	System: Quality Category Project will Address:	Target or Deficienc y Project will Address: 100% of EMS records will be submitted electronic ally in eNarsis.U pdate: 2015: 83% of EMS services across the state are using electronic forms to submit data to eNarsis. Omaha Fire and Rescue have specific reporting systems developed on their own. All licensed Nebraska Ambulanc e Services are now required to submit pre- hospital patient data electronic ally within 72 hours to DHHS, EMS program.1 1/2015: Dropped to 70.1% of EMS	Estimated Budget/F unding Source by Year:
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					far, and are waiting for the final versions of the rest of our data sources in order to complete those linkages. 10/25/18 : Added new measure to the EMS annual report to assess time from dispatch to in- service.		
2016	2017	2018	2019	2020	Section: 405c	\$168,98 0.00	\$173,00 3.00

CODEs	Project # 29	Project Name: E-CODE Data Quality Improve ment	Lead Agency: DHHS	Contact Informat ion: Ashley Newmye rashley.n ewmyer @nebras ka.gov(4 02) 471- 4377	Project Descripti on / Purpose: E-CODE data is the major informat ion source that public health uses to study injuries. E-CODE complia nce has been declinin g since 2004 which results in incompl ete and inconsist ent data.	System: Quality Category Project will Address:	Target or Deficien cy Project will Address: The target is to annually assess the data quality of the E- CODE data and provide data quality improve ment feedback .Update: February 13, 2014 the 2012 E-CODE report cards were sent to 88 acute care hospitals . Three quarterly reports were also sent to these hospitals . Three quarterly reports were also sent to these hospitals with 2013/20 14 data by July 2014. One conclusi on was that 88% of drug poisonin g cases did not reflect valid N- CODEs	Estimate d Budget/ Funding Source by Year:	Source
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2016	2017	2018	2019	2020	report for all hospitals and sent to all reporting hospitals via VB program. 4/18/19: Met with NHA officials twice during this time. Discusse d E-code data quality, provided feedback to question s on E- code reports from two hospitals , requeste d an E- code data quality. Section:	\$36.638.	\$46.356.
2016	2017	2018	2019	2020	Section: 405c	\$36,638. 00	\$46,356. 00

Project # 30	Project Name: Create a Data Dictionar y for the EMS/Inju ry Surveillan ce Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Include edit checks/va lidation rules, detailed text-based descriptio ns, and note which elements are captured through linkage.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accuracy and uniformit y of the EMS/Inju ry Surveillan ce System data.Upda te: Selected for implemen tation by the TRCC 4/21/16.6/ 16: Current validation rules are under review by the Office of EMS and Trauma and are being expanded due to new NEMSIS 3.4 standards needing to be integrated Validation rules are also being reviewed to get performan ce measure reports for EMS for Stroke, Cardiac and other	Estimated Budget/F unding Source by Year:
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						developed various working document data dictionary during their transition to NEMSIS v.3. We are working to avoid duplicatio n of efforts.4/2 0/18: Obtained all EMS v.3 data through January 2018. Working with EMS staff to improve timeliness of the data. Working on the EMS data dictionary .7/26/18: Communi cation with Tim and Sharon to learn what their need was for the EMS data dictionary	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 31Project Name: Create SystemLead Agency: DHHSContact Informati on: Ashley NewmyerProject Descriptio Quality Purpose: Develop ashley.ne quality onthe ashley.ne surveillan ce SystemsTarget or Budget/ unding tourole will Address: Tarffic will Address: Traffic the data in the ems/injur y surveillan ce SystemsEstimate Budget/ unding tourole the address: Traffic the data in the ems/injur y surveillan ce SystemsEstimate Budget/ unding tourole the data: systems sincluding timeliness for accuracy, completen ess, uniformit y, integration a acd to of EMSTarget or Budget/ source br will Address: Tarffic the data in the ems/injur y surveillan ce systemsEstimate Budget/ y Year: Tarffic the data in the ems/injur y surveillan ce ess, tation by the TRCC 4/21/16.6/Estimate Budget/ y Year: Tarffic the data in the ems/injur y surveillan ce ess, tation by the Office of EMS and and and and and and and and and and the trace the file the trace the tra
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						measurem ent of accuracy and completen ess performan ce based on the NEMSIS V3.4.0 data by month. Measure the timeliness of the data based on patient dispositio n in May 2018.	
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 32	Project Name: Interfaces /linkage for EMS/Inju ry Surveillan ce Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Link all EMS/Inju ry surveillan ce systems possible within current statutes.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the linkage of the EMS/Inju ry Surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: Only interface between EMS/Inju ry Surveillan ce systems currently in place is that between EMS/Inju ry Surveillan ce systems currently in place is that between the EMS system and the trauma registry system.6/ 4/18: Due to statute restriction s, of all of the datasets that are part of the injury surveillan ce system	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020		Section: 405c

Project # 33	Project Name: Include Rehabilita tion Data in the EMS/Inju ry Surveillan ce Data Systems	Lead Agency: DHHS	Contact Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Project Descriptio n / Purpose: Add rehabilitat ion data to the current data systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the completen ess of the EMS/inju ry surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: The Trauma regulation s committe e has met, but nothing final on the rehab data section.6/ 4/18: The Trauma regulation s have been approved by the Trauma Board, but still need Board of Health approval and then submitted to the Secretary of State to begin the more formal process.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section:

34	Name: Track Frequenc y, Severity, amp Nature of Injuries in MVC	Agency: DHHS	Informati on: Ashley Newmyer ashley.ne wmyer@ nebraska. gov(402) 471-4377	Descriptio n/ Purpose: Track the frequency , severity and nature of injuries in Motor Vehicle Crashes (MVC). This informati on will improve the completen ess of traffic record data.	Quality Category Project will Address: Traffic Records	Deficienc y Project will Address: Improve the completen ess of EMS/inju ry surveillan ce data.Upda te: Selected for implemen tation by the TRCC 4/21/16.7/ 21/16: Developm ent stage of this project.6/ 4/18: Transition ed to EMS version 3. Conducte d evaluation on demograp hic variables to determine if all EMS validity rules were catching appropriat e issues. Met with EMS program to report 2016 amp 2017 results and discuss potential areas of data	Budget/F unding Source by Year:
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			Develop				
			tool to				

						assess data source for risk and protective factor (RampPF ) informati on We've identified an entity, Universit y of Nebraska Omaha Center for Public Affairs Research (CPAR), which can help us complete this project. We worked with them to identify the needs of the project and project proposal. The contract is	
						proposal. The contract is out for	
Source	2016	2017	2018	2019	2020	signature.	Section: 405c

Project # 35	Project Name: Allow Access to Roadway Data	Lead Agency: NDOT	Contact Informati on: Mark Osbornma rk.Osborn @nebrask a.gov402- 479-4443	Project Descriptio n / Purpose: Allow access to the roadway data for informati on users and other departme nts that could update the informati on.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the accessibili ty of the roadway data.Upda te: Selected for implemen tation by the TRCC 4/21/16.4/ 25/18: The departme nt has implemen ted a data warehous e that makes roadway data available the entire departme nt. The capabilitie s for outside users to access the data are under investigat ion with the domain move. Users outside of the roadway Asset Managem ent section will not be able to update data. The	Estimated Budget/F unding Source by Year:
						Traffic Analysis	

						Unit created interactiv e statewide GIS maps of all NDOT traffic counts in the last two years and published it to the NDOT website for the public to use.	
						use. Because NDOT collects all traffic counts on a two- year cycle, this data represents the most complete and up-to- date traffic	
						count data available. The data has also been publishin g to the State of Nebraska GIS data repository (Nebraska MAP) for the public	
Source	2016	2017	2018	2019	2020	download and complete their own data analysis.	Section:

Project #	Project	Lead	Contact	Project	System:	Target or	Estimated
36	Name:	Agency:	Informati	Descriptio	Quality	Deficienc	Budget/F
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						priorities	
						but it will	
						make the	
						deadline.	

Source	2016	2017	2018	2019	2020	Section:
						405c

Project # 37	Project Name: Develop a Quality Control Program for the Roadway Data	Lead Agency: NDOT	Contact Informati on: Mark Osbornma rk.Osborn @nebrask a.gov402- 479-4443	Project Descriptio n / Purpose: Develop quality control program for the roadway data system including timeliness , accuracy, completen ess, uniformit y, integratio n and accessibili ty. Include data audits to identify trends and difference s. Develop a comprehe nsive data dictionary	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve the data accuracy of the roadway data system.U pdate: Selected for implemen tation by the TRCC 4/21/16.5/ 2/17: Currently only the business area responsibl e for the elements internally have access to the data. The systems are planned to facilitate access to the data. NDOT will put the data NDOT will put the data on the State of Nebraska Open Data website and also put a link on the Nebraska Departme nt of Transport ation public site.4/20/ 18: The	Estimated Budget/F unding Source by Year:
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Source	2016	2017	2018	2019	2020	n table and pulling that code from the NFC table maintaine d by Materials amp Research division. This automatic linking of NFC data to the source improved the quality of data by removing the need to manually update the NFC data in the traffic count table.	Section:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 38	Project Name: Provide Truly Integrated Data	Lead Agency: TRCC Managem ent/HSO	Contact Informati on: Bill Kovarikw illiam.kov arik@neb raska.gov 402-471- 2516	Project Descriptio n / Purpose: Work with all data system administr ators to integrate all of the traffic records systems.	System: Quality Category Project will Address: Traffic Records	Target or Deficienc y Project will Address: Improve data integratio n of all of the data systems.U pdate: Selected for implemen tation by the TRCC 4/21/16.	Estimated Budget/F unding Source by Year:
Source	2016	2017	2018	2019	2020		Section: 405c

Project # 39	Project Name: Develop Data Governa	Lead Agency: TRCC Manage ment/HS	Contact Informat ion: Bill Kovarik william	Project Descripti on / Purpose: Work	System: Quality Category Project will	Target or Deficien cy Project	Estimate d Budget/ Funding Source	Source
	nce	0	kovarik @nebras ka.gov 402-471- 2516	with all data system administ rators to	Address: Traffic Records	will Address: Improve the accuracy	by Year:	
				define the overall manage ment of		of the traffic records data by verifying		
				the availabil ity, usability		the security of the data.Upd ate:		
				and security of the traffic records		for impleme ntation by the		
				data.		4/21/16. 10/20/16 : The NDOT has		
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					of data themes and issues has been compile d, a "yellow pages" data staff directory project has begun, and a basic framewo rk for future actions has been complete d.		
2016	2017	2018	2019	2020	Section: 405c	\$0	\$0

Project # 40	Project Name: Highway Safety Informat ion System Database Rewrite	Lead Agency: NDOT	Contact Informat ion: Sean Owingss ean.owin gs@nebr aska.gov (402) 479- 4628	Project Descripti on / Purpose: Replace the existing IBM DB2 mainfra me HSI database with a modern database software solution with normaliz ed structure to minimiz ed structure to minimiz ed atabase tables to allow for the collectio n of all MMUC C version 4 data elements , making NDOT 100% MMUC C version 4 complia nt.	System: Quality Category Project will Address: Traffic Records	Target or Deficien cy Project will Address: The target of this project is to improve the crash data complete ness to 100% MMUC C version 4 complia nt from the current approxi mate 50%. An addition al target is to improve the timeline ss from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database .Update: Project plans are complete d to start	Estimate d Budget/ Funding Source by Year:	Source
						plans are complete d to start in October		

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2016	2017	2018	2019	2020	Gap Analysis Report by May 31, 2019. Once these two documen ts are done and approve d, the detailed design phase, testing and impleme ntation can begin. Project completi on is schedule d for 1/1/2021	\$0	\$100.00
2016	2017	2018	2019	2020	 Section: 405c	<b>2</b> 0	\$100,00 0.00

### Traffic Records for Model Performance Measures

An E-NDOT41 system (Electronic Driver's Reporting System) was created to capture the state statue mandatory driver's report. This driver's report is used in validating the date of the crash, driver's insurance information, crash location, the spelling of an occupant's name, and in limited cases; vehicle damages. The objectives of this project were threefold. First, since the reporting would be done electronically at the source – driver – the electronic system could ensure that the data being entered was accurate, from the driver's perspective, while also ensuring that the driver could only select from a predetermined list of dropdown values. (The paper form allows fields to be left blank or anything can be written into the spaces provided.) Second, electronic submittal of the driver's crash report would reduce the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Thirdly, taking the data from the source and making some fields mandatory NDOT ensures that the form is complete before submittal of the driver's crash reports. This greatly improves the accuracy and completeness of the form.

The NDOT target is to convert paper driver's reports to electronic reports to decrease the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Additional improvements will be expected as well by improving the accuracy of the data and completeness of the data by making some fields mandatory and having the information submitted from the original source. The NDOT plans to have the

majority of all driver's reports submitted electronically within five years.

Timeliness: Before: 15.88 days After: 15.07 days, a 5.1 percent (change) improvement. The date of the crash was subtracted from the date report received to determine the total days between the two periods. While the time hasn't significantly declined the amount of reduction on the after (.81 of a day) is a positive indicator of success. As more individuals opt to use the electronic reporting portal this metric should continue to improve.

#### FAST Act SECTION 405c INTERIM PROGRESS REPORTING (FY 2020)

### State: <u>Nebraska</u> Report Date: <u>6/12/19</u> Submitted by: Mark Segerstrom

System to be Impacted	X CRASH DRIVER VEHICLE ROADWAY
ndal ♥/ndirichandishinadari bronzo biospina ∎rindiri Indario	CITATION/ADJUDICATIONEMS/INJURY
Performance Area(s) to be	ACCURACY <u>X</u> TIMELINESSCOMPLETENESS
Impacted	ACCESSIBILITYUNIFORMITYINTEGRATION
Performance Measure used	Narrative Description of the Measure
to track Improvement(s)	An E-NDOT41 system (Electronic Driver's Reporting System) was created to capture the state statue mandatory driver's report. This driver's report is used in validating the date of the crash, driver's insurance information, crash location, the spelling of an occupant's name, and in limited cases; vehicle damages. The objectives of this project were threefold. First, since the reporting would be done electronically at the source – driver – the electronic system could ensure that the data being entered was accurate, from the driver's perspective, while also ensuring that the driver could only select from a predetermined list of dropdown values. (The paper form allows fields to be left blank or anything can be written into the spaces provided.) Second, electronic submittal of the driver's crash report would reduce the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Thirdly, taking the data from the source and making some fields mandatory NDOT ensures that the form is complete before submittal of the driver's mandatory is a source of the form and the source of the form and the driver's report.
	crash reports. This greatly improves the accuracy and completeness of the form.
Is project included in the	Yes
Traffic Records Strategic Plan?	If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY20 application.
Is this a new project? Or	New Measure - Yes
was it the same measure	
used to show progress	Same Measure as FY19 No
previously?	If yes, is the State using the same data set, with the same time period to demonstrate
	progress? No
Improvement(s)	Narrative of the Improvement(s)
Achieved or Anticipated	The NDOT target is to convert paper driver's reports to electronic reports to decrease the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Additional improvements will be expected as well by improving the accuracy of the data and completeness of the data by making some fields mandatory and having the information submitted from the original source. The NDOT plans to have the majority of all driver's reports submitted electronically within five years.
Specification of how the	Narrative Description of Calculation / Estimation Method
Measure is calculated / estimated	Total Driver Reports Received: A query was run against the E-NDOT41 system (Electronic Driver's Reporting System) to gather the total number of reports successfully processed and transmitted to NDOT over the baseline period - April 1, 2017, thru March 31, 2018. The total number of driver reports received over the same study period was calculated by summing the total reports received from April 1, 2018, thru March 31, 2019. Simple division was done: Total E-NDOT41/Total # Driver Reports = % of electronic reports received against the total reports received.

RA Comments - Susan DeCourcy Review Date: 6/13/2019	I have reviewed the Nebraska Progress Report and supporting data and concur the project is showing progress by: the electronic system ensuring that the data being entered was accurate from the driver perspective, reducing the amount of time it takes from completing the form to delivery to NDOT, and more complete by taking the data from the source and making some fields mandatory.
Regional Program Manager Conclusion and Comments Review Date: 6/12/2019	I have reviewed the IPR and supporting documents and feel that the project demonstrate progress. Sherri Cannon
	Fast Act Section 405c (FY2020) - Total Is supporting documentation attached? Yes
	After: 15.07 days, (15.88 before- 15.07 after) / 15.88 * 100 = 5.1 percent (change) improvement
Date and Current Value for the Measure (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2018, e.g., April, 1, 2018- March 31, 2019)	After: April 1, 2018 thru March 31, 2019 NDOT received 4,340 Electronic Driver's Reports. This averages to 16.41% of all driver's reports received over the reporting year. The date of the crash was subtracted from the date report received to determine the total days between the two periods
	Fast Act Section 405c (FY2020) - Timel Is supporting documentation attached? Yes
Date and Baseline Value for the Measure (A contiguous, 12 month performance period starting no earlier than April 1, 2017, e.g., April 1, 2017 – March 31, 2018)	<b>Before:</b> April 1, 2017 thru March 31, 2018 NDOT received zero Electronic Driver's Reports. The date of the crash was subtracted from the date report received to determine the total days between the two periods Before: 15.88 days between date of crash and time report received
	<b>Completeness:</b> There has been no calculation done on this metric at this time due to the study period selected. The E-NDOT41 system (Electronic Driver's Reporting System) went live in mid-June of 2018. Once a complete year of data is available a comparison can be calculated. Since the electronic system requires a minimum amount of data to be entered before submittal, this simple fact by its very nature will mandate that the results of this metric will be positive – the ultimate comparison to the paper reports will depend on the accuracy of the incoming paper reports for the full year. This value tends to fluctuate based on the individuals involved in crashes over the study year.
	<b><u>Timeliness</u>:</b> Before: 15.88 days After: 15.07 days, a 5.1 percent (change) improvement. The date of the crash was subtracted from the date report received to determine the total days between the two periods. While the time hasn't significantly declined the amount of reduction on the after (.81 of a day) is a positive indicator of success. As more individuals opt to use the electronic reporting portal this metric should continue to improve.

### State traffic records strategic plan

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

Supporting Document
Nebraska Traffic Records System Plan - 2015-2019.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-01-00-00	E-Citations and Traffic Records Improvement
F1906CMD-2020-01-00-00	Improving Data Collection Methods and Reporting
M3DA-2020-14-00-00	Nebraska Crash Outcome Data Evaluation System
M3DA-2020-15-00-00	Nebraska EMS/E-code Data Quality Assessment and Improvement
M3DA-2020-17-00-00	Nebraska Injury Surveillance Enhancement
M3DA-2020-17-00-00	Nebraska Injury Surveillance System Enhancement
TR-2020-31-00-00	Nebraska State Patrol - TRACS
F1906ER-2020-02-00-00	Review and Analysis of Collected Data
TR-2020-30-00-00	Traffic Records
M3DA-2020-16-00-00	Traffic Records Coordination / Training

#### Quantitative and Measurable Improvement

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

Supporting Document
Nebraska Traffic Records System Plan - 2015-2019.pdf

### State Highway Safety Data and Traffic Records System Assessment

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

Date of Assessment: 1/4/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements

programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

### 405(d) Impaired driving countermeasures grant

### Impaired driving assurances

### Impaired driving qualification: Low-Range State

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

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

## 405(d) Alcohol-ignition interlock law grant

### Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

### Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: 60-6,211.05

Amended Date: 2/24/2016

### 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

	Requirement Description	State citation(s) captured
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The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph	Yes
unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	

Sobriety program information

Legal citations: No

State program information: No

### Legal citations

#### State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

### **Program information**

State program information that authorize a Statewide 24-7 sobriety program.

### 405(e) Distracted driving grant

### Sample Questions

Click or tap here to enter text.

### Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Definition of covered wireless communication devices.	No
Minimum fine of at least \$25 for an offense.	No
Prohibition on texting while driving.	Yes

Legal citations for exemptions to the State's texting ban:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured		
Prohibition on youth cell phone use while driving.	No		
Definition of covered wireless communication devices.	No		
Minimum fine of at least \$25 for an offense.	No		

Legal citations for exemptions to the State's youth cell phone use ban.

# 405(f) Motorcyclist safety grant

### Motorcycle safety information

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

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

#### Motorcycle rider training course

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

State authority agency: Nebraska Department of Motor Vehicles

State authority name/title: Rhonda Lahm, Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State: Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course Other approved curricula:

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

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

County or Political Subdivision	Number of registered motorcycles
Adams	1,031
Buffalo	1,534
Dakota	528
Dodge	1,339
Douglas	10,335
Hall	1,759
Lancaster	6,604

Lincoln	1,471
Lincoln	1,471
Madison	1,218
Platte	970
polk	171
Sarpy	5,023
Washington	864

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 53,597

#### Motorcyclist awareness program

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

State authority agency: NDOT-Highway Safety Office

State authority name/title: Mark C. Segerstrom/Administrator

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

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performanc e measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1,442.00	2

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

County or Political Subdivision	# of MCC involving another motor vehicle
Adams	2
Buffalo	4
Dakota	5
Dodge	8
Douglas	101
Hall	12
Lancaster	62
Lincoln	10
Madison	4
Platte	3
polk	1

Sarpy	19
Washington	4

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 269

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

	Countermeasure Strategy	
Motorcycle Rider Training		

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

# 405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

#### Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
In effect until driver is at least 16 years of age.	No
Applicant must pass vision test and knowledge assessment.	Yes
In effect for at least 6 months.	Yes
Must be accompanied and supervised at all times.	Yes
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	Yes
Prohibits use of personal wireless communications device.	Yes
Extension of learner's permit stage if convicted of a driving-related offense.	Yes

Legal citations for exemptions to the State's texting ban:

#### Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

### 1906 Racial profiling data collection grant

### Racial profiling data collection grant

Application Type: Official documents

### Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

State estation(5) captarea
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Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and	No
ethnicity of the driver for each motor	
officer on all public roads except those	
classified as local or minor rural roads.	

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Supporting Documents	
Statutes Racial Profiling.pdf	
Statutes Racial Profiling.docx	
LB99 as amended May 16 2013.pdf	

# Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.