

NEBRASKA 2023 HIGHWAY SAFETY PLAN ANNUAL REPORT



NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2023 HIGHWAY SAFETY PLAN

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* **A type injuries** = Any injury, other than fatal, which results in one or more of the following:
Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10% or more of the body), unconsciousness when taken from the crash scene, or paralysis.

^ **B type injuries** = Visible but not disabling

Executive Summary

INTRODUCTION

The Nebraska Department of Transportation Highway Safety Office (HSO), formerly known as the Nebraska Office of Highway Safety, was established in 1967 to coordinate, develop, and implement Nebraska's annual National Highway Traffic Safety Administration (NHTSA) funded highway safety plan (HSP) in accordance with the Federal Highway Safety Act. Under the Act, the Governor designates the Governor's Highway Safety Representative whose responsibility is to oversee the state's annual federal highway safety allocation to reduce traffic-related injuries and fatalities.

During Fiscal Year FY2023, a total of \$6,738,191.80 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, and 1906 for a total of 374 grants. Fifty percent of 402 funds were awarded to or for the local benefit of cities, counties and municipal government agencies. The remainder was awarded to state agencies for traffic safety projects.

The purpose of the annual HSP (Nebraska Performance-Based Strategic Traffic Safety Plan) is to identify and prioritize Nebraska's traffic safety problems that are contributing to traffic-related injuries and fatalities. The Plan establishes those priority problems and identifies the best opportunities to reduce traffic-related injuries and fatalities. The Plan also includes those system support activities that are necessary to carry out those direct impact projects.

MISSION STATEMENT

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures. The minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems.

Nebraska is required to report progress on each of the Fatal Analysis Reporting System (FARS) 15 core and behavior measures. In addition to the required initial minimum set of performance measures, Nebraska has defined and developed an additional 8 outcome performance measures using state crash data to better monitor traffic safety outcomes, behaviors, and activities.

ADDITIONAL OUTCOME PERFORMANCE MEASURES

Utilizing state crash data for fatal and injury (*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use; 4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area ("all other factors") is utilized to address other issues when appropriate. Along with these, two other additional

performance measures were added; distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (* A = Disabling Injury; ^ B = Visible, but not disabling injury)

A total of twenty-four counties have been identified as priority counties. These counties are given priority consideration for grant awards and project activity. Remaining counties are considered eligible for special programs and assistance.

Measurable targets and objectives are determined using at least five years of historical data. The annual targets are selected based upon expected trends or maintain current level if a negative trend.

Individual grants are awarded based upon the quality of problem identification and the outcome performance expected while implementing strategies and activities.

STATE CRASH DATA SUMMARY

States are required to review and set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). In an effort to meet our performance goals, the Nebraska Department of Transportation will coordinate with our Interagency Safety Working Committee with partners from Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), State agencies including Department of Motor Vehicle and Health and Human Services and metropolitan planning organizations in the state to review and adjust new targets in our HSP.

While the majority of 2021, 2022 and 2023 state crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2016-2020 moving average crash data with the 2020 final detailed numbers or the most current 2021 or 2022 fatalities. The 2023 crash data was projected at the time of the FY2023 HSP submission and due to system issues will not be updated by submission deadline.

In comparing the 2013–2017 calendar base year average with 2020, the following areas of serious traffic injuries and speeding-related fatalities showed a decrease of 17 percent and 2.5 percent respectively. While total traffic fatalities and motorcycle fatalities showed an increase of 3.1 percent and 61.9 percent respectively. “All other factors” (minus alcohol and speed) crashes decreased by 10.4 percent. The occupant restraint use increased by less than one percentage point from 80.6 percent in 2020 to the 2021 use rate of 81.2%.

The FY2023 HSP included the following target results.

The fatal, A and B injury crash data for CY2021, CY2022 and CY2023 are unavailable from the Nebraska Department of Transportation. The most current available fatality data has been used in results.

- In 2022 the total traffic fatalities increased by 5.2 percent from 232 (2017-2021 rolling average) to 244.
- In 2020 the total of serious traffic injuries decreased by 17.0 percent from 1,548 (2013-2017 rolling average) to 1,285.

- In 2022 the trend for fatalities/100 VMT increased by 2.3 percent from 1.1 (2017-2021 rolling average) to 1.15.
- In 2021 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions decreased by 16.6 percent from 93 (2016-2020 rolling average) to 76.
- In 2021 alcohol-impaired driving fatalities remained steady at 65 (2016-2020 rolling average).
- In 2021 speeding-related fatalities decreased by 5.3 percent from 38 (2016-2020 rolling average) to 36.
- In 2022 motorcyclist fatalities increased by 12.4 percent from 26 (2017-2021 rolling average) to 29.
- In 2022 unhelmeted motorcyclist fatalities decreased by 50.0 percent from 2 (2017-2021 rolling average) to 1.
- In 2021 the number of drivers age 20 and younger involved in fatal crashes decreased by 12.8 percent from 34 (2016-2020 rolling average) to 30.
- In 2022 pedestrian fatalities increased by 22.7 percent from 19 (2017-2021 rolling average) to 21.
- In 2022 bicyclist fatalities decreased by 100.0 percent from 1 (2017-2021 rolling average) to 0.
- In 2023 statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 1 point from 76.3 percent (the 2022 calendar year usage) to 77.3 percent.
- In 2020 fatal, A and B injury crashes decreased by 11.0 percent from 4,923 (2013-2017 rolling average) to 4,383.
- In 2020 alcohol-impaired fatal, A and B crashes decreased by 17.0 percent from 565 (2013-2017 rolling average) to 469.
- In 2020 speed-related fatal, A and B crashes decreased by 6.3 percent from 287 (2013-2017 rolling average) to 269.
- In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.
- In 2020 fatal, A and B crashes caused by all other factors decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.
- In 2020 distracted driver fatal, A and B crashes decreased by 16.1 percent from 864 (2013-2017 rolling average) to 725.
- In 2020 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 20.4 percent from 55 (2013-2017 rolling average) to 66.
- In 2020 all other fatal, A and B crashes decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.

NEBRASKA PRIORITY COUNTIES FOR FISCAL YEAR 2023

NEBRASKA PRIORITY COUNTIES FOR FY2023									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2020 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2020 Population**
Three	ADAMS	55	23.90	2.61	3.48	7.82	17.82	58.3%	31,321
Three	BOX BUTTE	26	27.85	3.21	1.07	10.71	23.57	56.6%	10,696
Three	BUFFALO	126	19.65	0.62	1.25	6.86	17.78	74.5%	50,114
One	BUTLER	26	19.62	1.51	0.75	6.04	17.36	77.0%	7,960
One	CASS	61	14.16	1.39	2.09	4.18	10.68	69.7%	26,232
One	COLFAX	22	18.43	2.51	1.68	6.70	14.24	71.2%	10,587
One	CUMING	25	19.61	0.78	0.78	7.84	18.04	85.2%	8,798
Three	CUSTER	26	15.34	1.18	2.36	4.13	11.80	58.3%	10,626
Three	DAWES	21	22.86	3.27	4.35	5.44	15.24	50.0%	8,361
One	DODGE	102	29.29	2.87	2.30	8.90	24.13	82.2%	36,222
Two	DOUGLAS	1318	31.88	3.00	1.21	8.03	27.67	65.0%	574,332
Three	GAGE	43	19.99	1.86	1.86	4.65	16.27	58.7%	21,431
Three	HALL	138	21.47	1.56	1.40	6.07	18.51	80.7%	61,028
One	LANCASTER	793	30.61	2.74	1.20	10.00	26.68	87.9%	320,650
Three	LINCOLN	124	19.26	1.09	1.86	4.82	16.31	77.3%	34,347
One	MADISON	87	27.70	1.91	1.59	7.32	24.20	76.8%	474
Three	OTOE	31	11.20	2.53	2.17	2.89	6.50	47.1%	15,965
Three	PHELPS	22	19.24	1.75	0.00	6.12	17.49	64.3%	9,006
One	PLATTE	87	25.42	2.92	2.34	6.72	20.16	74.7%	33,364
Three	RED WILLOW	22	19.51	0.89	0.00	7.10	18.63	35.7%	10,627
Three	SALINE	35	28.99	3.31	1.66	7.46	24.02	51.7%	13,987
One/Two	SARPY	258	17.85	2.28	0.97	6.09	14.60	86.5%	188,856
Two	SAUNDERS	45	16.83	1.12	1.12	5.24	14.59	74.0%	21,927
Three	SCOTTS BLUFF	85	27.54	2.92	0.97	6.48	23.65	70.4%	35,299
	24 County Population								1,542,210
	Statewide	4,390	20.65	2.01	1.22	5.63	17.42	72.3%	1,937,552
<p>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</p> <p>Data taken from 2020 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County</p> <p>* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2020 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2020 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6</p>									80% of Population
<p>**U.S. Census Bureau Population as of July 1, 2020.</p>					<p>Revised 1-28-22</p>				
<p>**Population information is used to document the percentage of state's population represented.</p>									
<p>Nebraska 2020 data is the most current data for the FY2023 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE</p>									

FISCAL YEAR 2023 HIGHLIGHTS

- A total of 266 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 24,146 additional hours, 659 seat belt citations, 875 impaired driving arrests, 8,272 speeding citations and 40,760 total contacts.
- Mini-grant contracts were awarded to 103 law enforcement agencies to purchase traffic safety equipment, 69 radars, 39 in-car cameras, 200 preliminary breath testers and 0 evidentiary breath testing units in support of enforcement.
- The 46 radar units awarded resulted in a total of 809 speeding citations and 1,425 speeding warnings being issued.
- The 138 preliminary breath testing units resulted in 138 preliminary breath tests.
- The 39 in-car cameras awarded were used to record 2,016 traffic stops.
- No evidentiary breath testing units were awarded in FY23. Six refurbished DataMaster cdm's were provided to various law enforcement agencies.
- There were 19 mini-grant contracts awarded to law enforcement for alcohol compliance checks and activities were carried out in 6 counties, 100% of the activity occurred in priority counties. There were 435.25 selective overtime hours, 976 businesses checked and total citations issued were 82.
- Four inspection stations were provided funding to purchase 208 child safety seats for qualifying low-income families, serving 25 counties.
- In 2022, 71 CPS technicians recertified out of 116 technicians eligible to recertify, which is 61% recertification rate for Nebraska. Nebraska has 330 certified Child Passenger Safety (CPS) Technicians and 16 inspection stations, covering 58 of the 93 counties in the state and 95% of the Nebraska population live in a county with a CPST. There are currently 21 CPST Instructors. There were seven Child Passenger Safety Technician Training Courses held in FY23 and the Update in June 2023, held in Lincoln with six satellite locations.
- Ten sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities.
- There were 60 mini grants awarded for training, surveys, and public information and education activities.
- A total of 51,700 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 50,000 highway safety public information and educational material items were printed for distribution. Over 70 percent of the materials went to priority counties as defined by HSO.
- In April 2023, eight new Drug Recognition Experts completed all phases of DRE training and became certified. Fifty law enforcement officers were certified in ARIDE in 2023.
- The Nebraska Law Enforcement Training Center provided 18 law enforcement courses, radar, in-car camera, crash investigation, etc. to 743 law enforcement personnel, 429 law enforcement and non-law enforcement personnel received training in preliminary breath testing and 269 law enforcement and non-law enforcement personnel received training in evidentiary breath testing.
- There were two projects that did not expend and funds in FY2023: 402-23-10 and 1906-23-02. There is additional detail on page 28 and 62 with the project summaries but 402-23-10, Alcohol PI&E did not incur any expenses due to adequate funding in the joint project 405d-23-06. 1906-23-02, Racial Profiling Review and Analysis of Data did not incur any expenditures, but the required reporting was completed as required for the 1906 funding. Plan have already been approved to complete further data analysis in FY2024.

RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

Fatality Data – National Center for Statistics and Analysis – (NCSA)
 Fatality Analysis Reporting Systems (FARS)
 Nebraska Department of Transportation (State Data)

Core Outcome Measures		2015	2016	2017	2018	2019	2020	2021	2022
C-1) Traffic Fatalities	Total	246	218	228	230	248	233	221	244
	Rural	173	166	159	171	174	155	165	157
	Urban	73	52	69	59	74	78	56	87
	Unknown	0	0	0	0	0	0	0	0
C-2) Serious Injuries (State Data)	Total	1,520	1,588	1,478	1,394	1,400	1,285	N/A	N/A
C-3) Fatalities Per 100 Million Vehicle Miles Driven	Total	1.22	1.05	1.12	1.10	1.17	1.20	1.03	1.15
	Rural	1.52	1.43		1.46	1.49	1.43	1.39	1.35
	Urban	0.84	0.59		0.64	0.77	0.91	0.58	0.90
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	186	168	168	165	191	158	165	N/A
	Restrained	47	61	49	57	68	37	63	N/A
	Unrestrained	118	86	99	88	90	100	76	N/A
	Unknown	21	21	18	20	33	21	26	N/A
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)**		64	61	67	68	60	71	65	N/A
C-6) Speed-Related Fatalities		37	36	37	29	49	39	36	N/A
C-7) Motorcyclist Fatalities	Total	25	20	27	23	25	33	21	29
	Helmeted	18	9	20	9	21	28	19	23
C-8) Unhelmeted Motorcyclist Fatalities	Unhelmeted	4	3	0	2	1	5	0	1
	Unknown	3	8	7	12	3	0	2	5
Drivers Involved in Fatal Crashes	Total	328	302	316	353	351	332	308	N/A
	Aged Under 15	0	0	0	0	1	3	2	N/A
	Aged 15-20	39	26	35	40	32	35	28	N/A
C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes	Aged Under 21	39	26	35	40	33	38	30	N/A
	Aged 21 and Over	287	275	277	308	318	292	277	N/A
	Unknown Age	2	1	4	5	0	2	1	N/A
C-10) Pedestrian Fatalities		19	12	20	24	20	18	15	23
C-11) Bicyclist and Other Cyclist Fatalities		4	1	3	0	1	1	1	0
Core Outcome Measure		2015	2016	2017	2018	2019	2020	2021	2022
Vehicles									
Front Seat Outboard Occupants (Health Education Inc.)****		80%	83%	86%	85.5%	79.7%	80.6%	81.2%	76.3%
Activity Measure		2015	2016	2017	2018	2019	2020	2021	2022
A-1) Safety Belt Citations Grant Funded		1,914	1,837	2,035	1,102	1,084	616	647	522
A-2) Impaired Driving Arrests Grant Funded		775	1,183	1,278	1,150	1,141	778	799	592
A-3) Speeding Citations Grant Funded		15,513	22,788	16,634	9,346	9,266	6,148	6,707	5,855
* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811025) 2022 Data is Preliminary State Data - Not submitted to FARS ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ^^ Included in Not Used ****Nebraska Data State Survey									

Performance Measure:	Target Period	Target Year(s)	Target Value FY 23 HSP	Data Source/ FY 23 Progress Results	On Track to Meet FY 23 Target: YES/NO/In-Progress (Must be Accompanied by Narrative)
C-1) Total Traffic Fatalities	5 year	2019-2023	254	State Data/ In Progress: projected 224	Yes, currently 7% below 2022 result.
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	1,319	State Data/ In Progress	Yes, data is not available yet, but crash numbers are below 2022 result.
C-3) Fatalities/VMT	5 year	2019-2023	1.30		

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY 23 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	88	State Data/ In Progress	No, data is not available yet, but unbelted fatalities continue to be an issue.
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	65	State Data/ In Progress: projected 50	Yes, preliminary estimate shows a decrease.
C-6) Speeding-Related Fatalities	5 year	2019-2023	35	State Data/ In Progress	No, data is not available yet, but speeding continues to be an issue.
C-7) Motorcyclist Fatalities	5 year	2019-2023	30	State Data/ In Progress: projected 22	Yes, current estimate is 25% below target.
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	3	State Data/ In Progress: projected 4	No, current estimate is over target.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	34	State Data/ In Progress: projected 28	Yes, current estimate is well below target.
C-10) Pedestrian Fatalities	5 year	2019-2023	24	State Data/ In Progress: projected 12	Yes, current estimate is nearly ½ of the target.
C-11) Bicyclist Fatalities	5 year	2019-2023	1	State Data/ In Progress: projected 6	No, current estimate far exceeds target. Additional changes will be made in F2025 AGA.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	83.9%	NHTSA Certified State Survey 77.3%	No, additional efforts and projects have been added to the current THSP and additional changes will be made to the FY25 AGA.

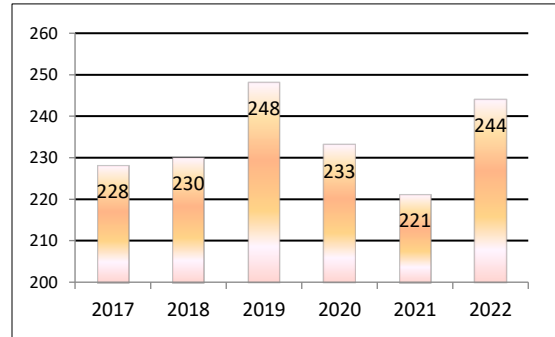
Note: The result of the targets reflect actual 2022 fatality crash data. Nebraska fatality crash data for 2023 and the fatal, A & B crash data for 2021, 2022 & 2023 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS/HSIP)

Target: To decrease the increasing trend for traffic fatalities by 1 percent from 233 (2020 result) to 254 by December 31, 2023.

Result: In 2022 the total traffic fatalities increased by 5.2 percent from 232 (2017-2021 rolling average) to 244 and achieved the 2022 target to decrease the increasing trend below 249.

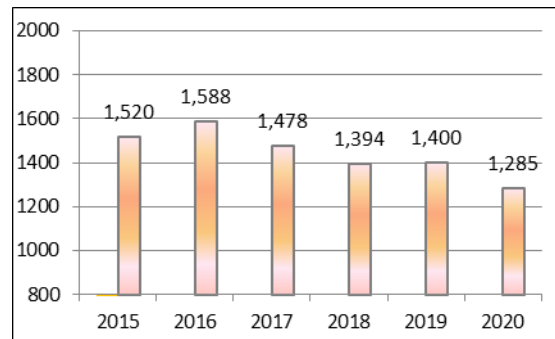
++2023 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



C-2) SERIOUS TRAFFIC INJURIES (HSIP/STATE CRASH DATA)

Target: To decrease serious traffic injuries by 7.7 percent from 1,429 (5 year rolling average in 2016-2020) to 1,319 by December 31, 2023.

Result: In 2020 the total of serious traffic injuries decreased by 17.0 percent from 1,548 (2013-2017 rolling average) to 1,285.

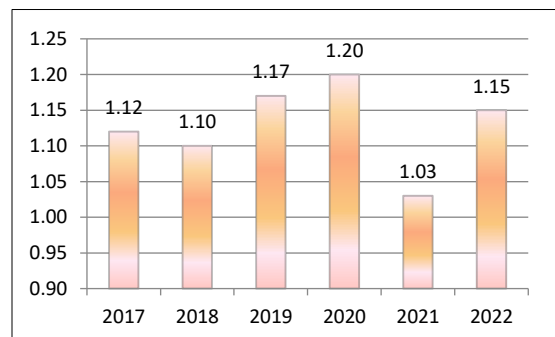


C-3) Fatalities Per 100 Million Vehicle Miles Traveled (VMT) (FARS/HSIP/STATE CRASH DATA)

Target: To decrease the increasing trend for fatalities/100 VMT by 1 percent from 1.20 percent (2020 result) to 1.30 by December 31, 2023.

Result: In 2022 the trend for fatalities/100 VMT increased by 2.3 percent from 1.1 (2017-2021 rolling average) to 1.15 and achieved the 2022 target to decrease the increasing trend below 1.27.

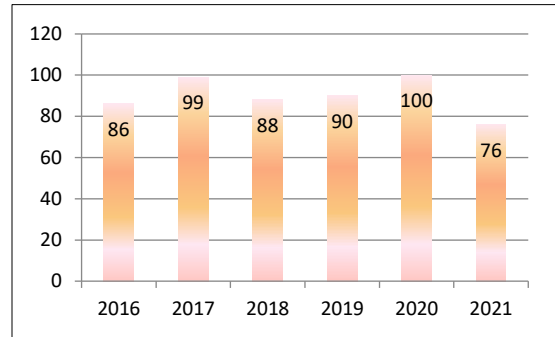
++2023 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



C-4) UNrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) (FARS)

Target: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 5.9 percent from 93 (5 year rolling average in 2016-2020) to 88, by December 31, 2023.

Result: In 2021 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions decreased by 16.6 percent from 93 (2016-2020 rolling average) to 76.

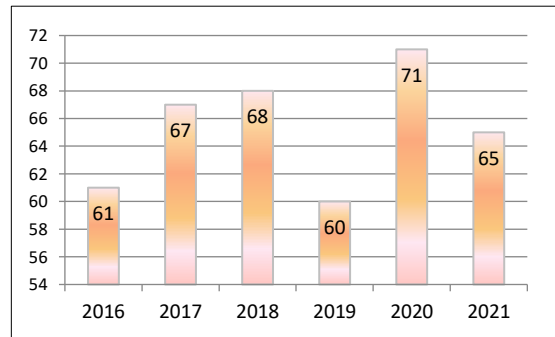


Adjustment: In FY2024, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. The HSO is also working with a local coalition to introduce a primary seat belt law for Nebraska.

C-5) ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC=.08+) (FARS)

Target: To decrease the increasing trend for alcohol-impaired driving fatalities by 1 percent from 65 (5 year rolling average in 2016-2020) to 65 by December 31, 2023.

Result: In 2021 alcohol-impaired driving fatalities remained steady at 65 (2016-2020 rolling average).

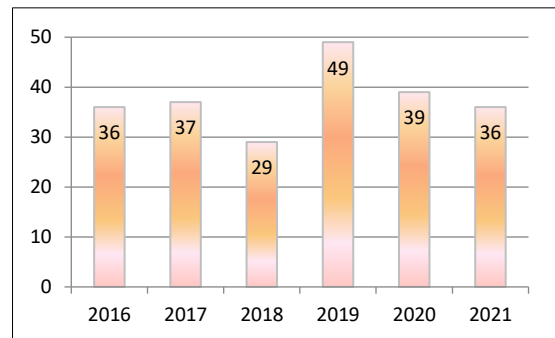


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2021-2023.

C-6) SPEED-RELATED FATALITIES (FARS)

Target: Reduce speeding-related fatalities by 7.9 percent from 38 (5 year rolling average in 2016-2020) to 35, by December 31, 2023.

Result: In 2021 speeding-related fatalities decreased by 5.3 percent from 38 (2016-2020 rolling average) to 36.

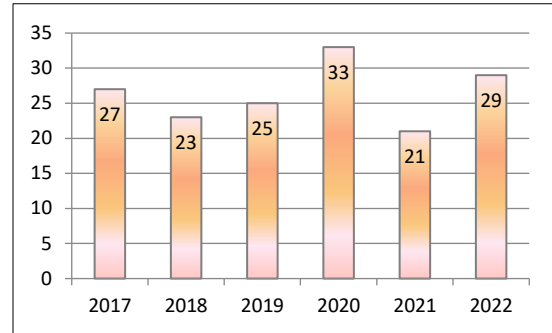


Adjustment: In FY2024, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO will also cooperate with the five neighboring states during a speed enforcement campaign to raise the awareness of the speeding issue.

C-7) Motorcyclist Fatalities (FARS)

Target: To decrease the increasing trend for motorcyclist fatalities by 1 percent from 26 (5 year rolling average in 2016-2020) to 30, by December 31, 2023.

Result: In 2022 motorcyclist fatalities increased by 12.4 percent from 26 (2017-2021 rolling average) to 29 and exceeded the target to decrease the increasing trend to 28.



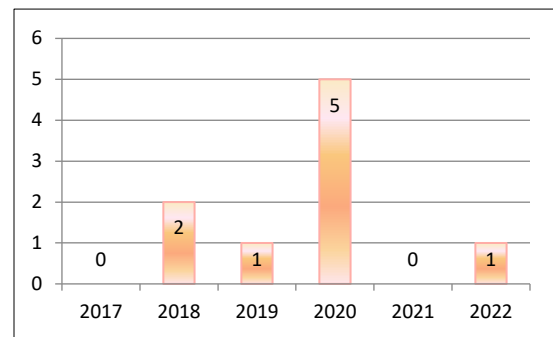
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2022-2023.

Adjustment: In FY2024, the HSO will refresh and increase the media campaign to promote motorcycle driver training and to obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. The HSO is also working with a local coalition to reinstate the all-rider helmet law.

C-8) Unhelmeted motorcyclist fatalities (FARS)

Target: To decrease the increasing trend for unhelmeted motorcyclist fatalities by 1 percent from 3 (5 year rolling average in 2016-2020) to 3, by December 31, 2023.

Result: In 2022 unhelmeted motorcyclist fatalities decreased by 50.0 percent from 2 (2017-2021 rolling average) to 1.

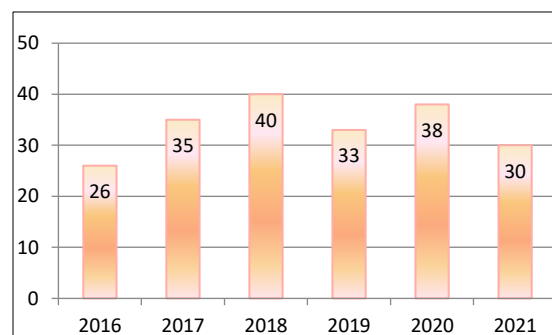


Adjustment: In FY2024, the HSO will refresh and increase the media campaign to promote motorcycle driver training, wear a helmet and to obtain the required license. This media campaign showed a 38% increase in rider training and a 24% decrease in fatalities when launched in 2023. The HSO is also working with a local coalition to reinstate the all-rider helmet law.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Target: To reduce drivers age 20 and younger involved in fatal crashes by 1.4 percent from 34 (5 year rolling average in 2016-2020) to 34, by December 31, 2023.

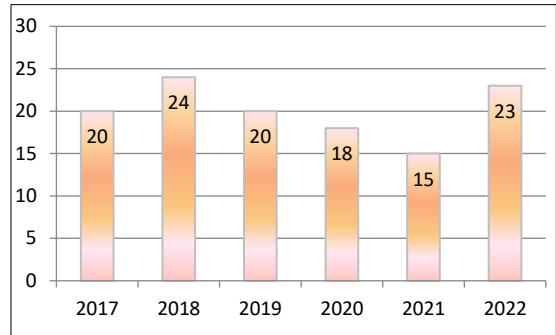
Result: In 2021 the number of drivers age 20 and younger involved in fatal crashes decreased by 12.8 percent from 34 (2016-2020 rolling average) to 30.



C-10) Pedestrian Fatalities (FARS)

Target: To decrease the increasing trend of pedestrian fatalities by 1.0 percent from 19 (5 year rolling average in 2016-2020) to 24, by December 31, 2023.

Result: In 2022 pedestrian fatalities increased by 22.7 percent from 19 (2017-2021 rolling average) to 21 but achieved the target to decrease the increasing trend to 23.

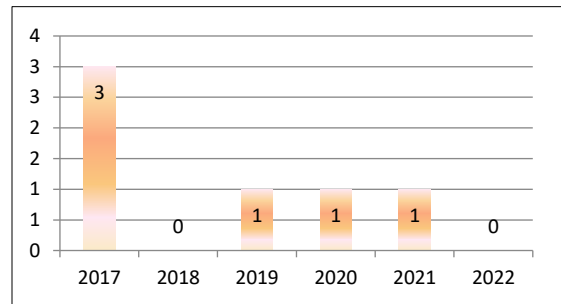


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2022-2023.

C-11) BICYCLIST Fatalities (FARS)

Target: To decrease the increasing trend of bicyclist fatalities by 1 percent from 1 (5 year rolling average in 2016-2020) to 1, by December 31, 2023.

Result: In 2022 bicyclist fatalities decreased by 100.0 percent from 1 (2017-2021 rolling average) to 0.

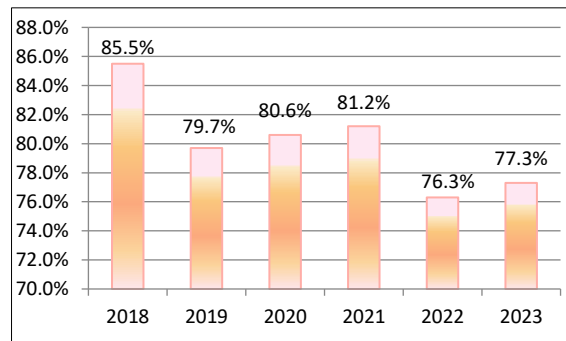


Adjustment: In FY2024, the HSO will use the detailed information from the Vulnerable Road User Assessment that was completed in 2023 to mitigate VRU crashes, identify high-risk areas and apply the proactive safety strategies for reducing VRU fatalities and serious injuries.

B-1) statewide observed seat belt use of front seat OUTBOARD occupants in passenger vehicles (state survey)

Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2.7 percentage points from the 2021 calendar year usage rate 81.2 percent to 83.9 percent by December 31, 2023.

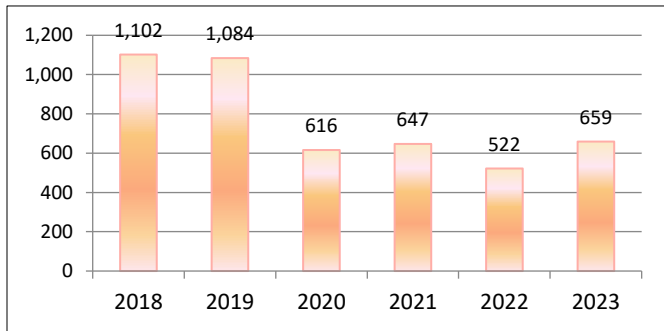
Result: In 2023 statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 1 point from 76.3 percent (the 2022 calendar year usage) to 77.3 percent but below the 83.9 percent target.



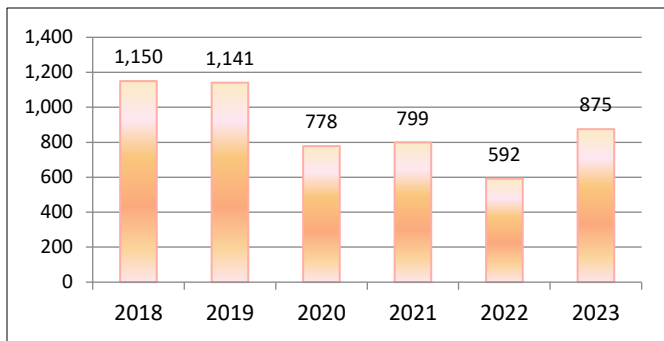
Adjustment: In FY2024, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is engaging with teen drivers to implement measures they have agreed will make a better impact on this highly represented non-seat belt usage population. The HSO is also working with a local coalition to introduce a primary seat belt law for Nebraska.

RESULTS - ACTIVITY PERFORMANCE MEASURES

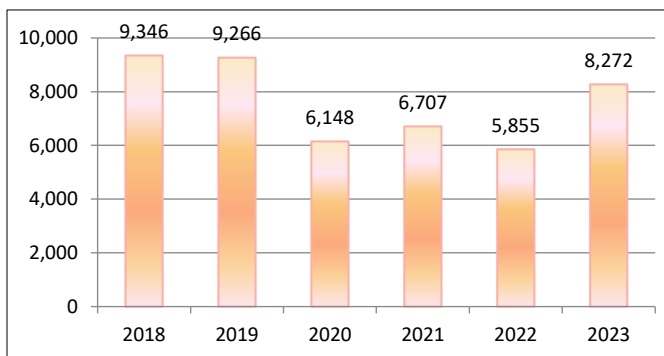
**A-1) SEAT BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



**A-2) ALCOHOL-IMPAIRED DRIVING ARRESTS MADE DURING GRANT-FUNDED ENFORCEMENT
ACTIVITIES
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



**A-3) SPEEDING CITATIONS GRANT FUNDED
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal, A and B Injury Crashes	4,648	4,948	5,297	5,011	4,928	4,937	4,383	N/A	N/A
Alcohol-Impaired Fatal, A and B Crashes	576	567	579	553	529	552	469	N/A	N/A
Occupant Restraint Use	79.0%	79.6%	83.3%	85.9%	85.5%	79.7%	80.6%	81.2%	76.3%
Speed-Related Fatal, A and B Crashes	339	250	282	231	317	255	269	N/A	N/A
Youth-Involved Fatal, A and B Crashes	1,246	1,343	1,464	1,349	1,296	1,323	1,198	N/A	N/A
All Other Factors, Fatal, A and B Injury Crashes	3,733	4,131	4,418	4,227	4,082	4,133	4,203	N/A	N/A
Distracted Driver, Fatal, A and B Injury Crashes	798	897	982	894	874	725	947	N/A	N/A
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	58	62	49	39	44	49	66	N/A	N/A

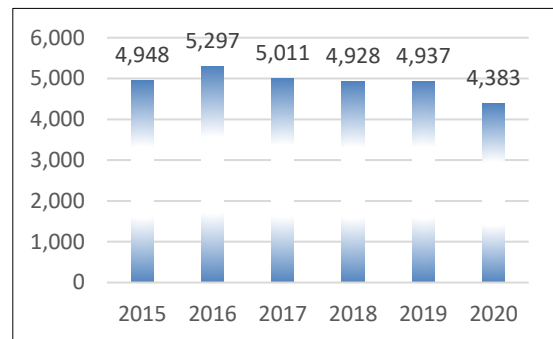
Note: The result of the targets reflects actual 2020 crash data. Nebraska fatal, A & B traffic crash data for 2021, 2022 and 2023 is unavailable at this time.

TARGET: FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,896 (2016-2020 rolling average) to 4,925, by December 31, 2023.

Result: In 2020 fatal, A and B injury crashes decreased by 11.0 percent from 4,923 (2013-2017 rolling average) to 4,383.

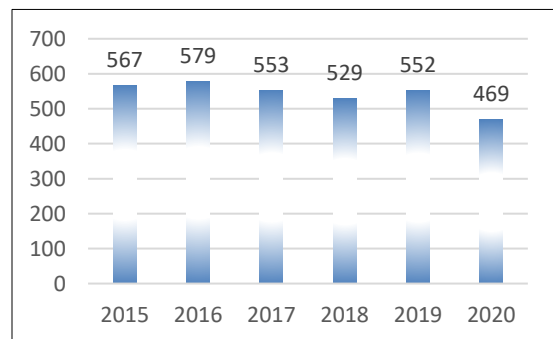
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.



ALCOHOL-IMPAIRED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce alcohol-impaired fatal, A and B crashes by 8.4 percent from 520 (2016-2020 rolling average) to 476, by December 31, 2023.

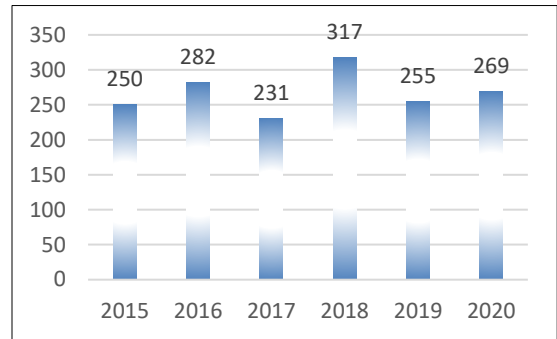
Result: In 2020 alcohol-impaired fatal, A and B crashes decreased by 17.0 percent from 565 (2013-2017 rolling average) to 469.



SPEED-RELATED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce speed-related fatal, A and B crashes by 6.9 percent from 280 (2016-2020 rolling average) to 260, by December 31, 2023.

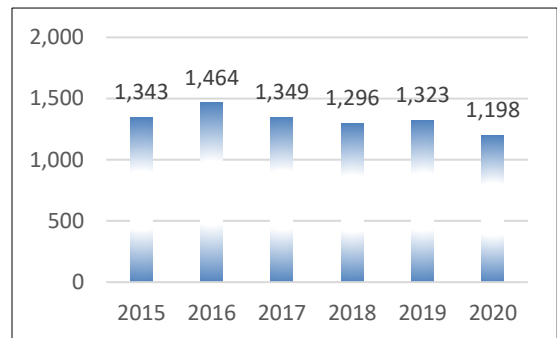
Result: In 2020 speed-related fatal, A and B crashes decreased by 6.3 percent from 287 (2013-2017 rolling average) to 269.



YOUTH-INVOLVED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce youth-involved fatal, A and B crashes by 1.0 percent from 1,313 (2016-2020 rolling average) to 1,300, by December 31, 2023.

Result: In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.

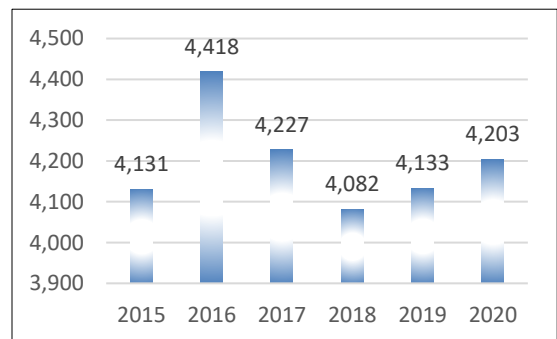


ALL OTHER FACTORS* - FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Minus Alcohol and Speed-Related Fatal, A and B Crashes

Target: To decrease the increasing trend of all other fatal, A and B crashes by 1 percent from 4,093 (2016-2020 rolling average) to 4,192, by December 31, 2023.

Result: In 2020 fatal, A and B crashes caused by all other factors decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.

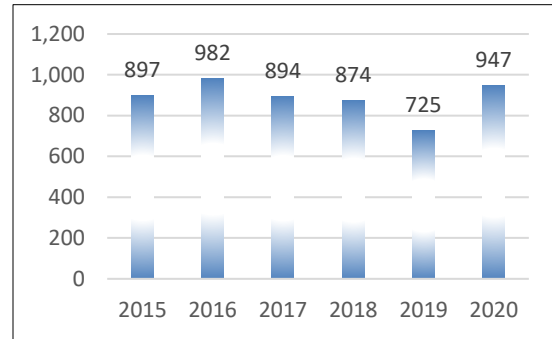


DISTRACTED DRIVER* FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow To Closely

Target: To decrease the increasing trend of distracted driver fatal, A and B crashes by 1.0 percent from 863 (5 year rolling average in 2016-2020) to 899, by December 31, 2023.

Result: In 2020 distracted driver fatal, A and B crashes decreased by 16.1 percent from 864 (2013-2017 rolling average) to 725.

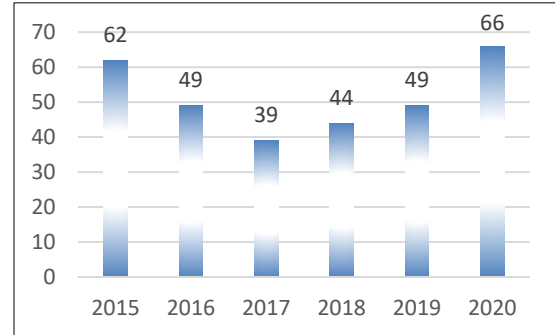


NIGHTTIME (6 P.M. – 6 A.M.) UNRESTRAINED FATALITIES IN FATAL CRASHES* (STATE CRASH DATA)

*Includes Not Used and Unknown

Target: Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 12.2 percent from 49 (5 year rolling average in 2016-2020) to 43, by December 31, 2023.

Result: In 2020 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 20.4 percent from 55 (2013-2017 rolling average) to 66.



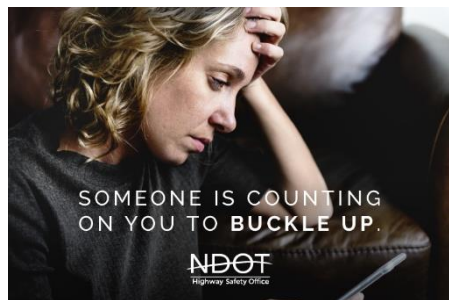
Adjustment: In FY2024, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO will also add requirements to seat belt enforcements that require a higher percentage of overtime be dedicated to 3pm to 12 midnight and weekends as suggested in the recent regional NHTSA evaluation.

HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

PAID MEDIA

In FY2023, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.

- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18- to 44-year-old males: 1) television; 2) radio; 3) movie screens; 4) truck side billboards/banners; 5) high school, collegiate and professional sports marketing; 6) social media/digital campaigns; 7) outdoor billboards; 8) print (newspapers/magazines); and 9) podcast downloads.



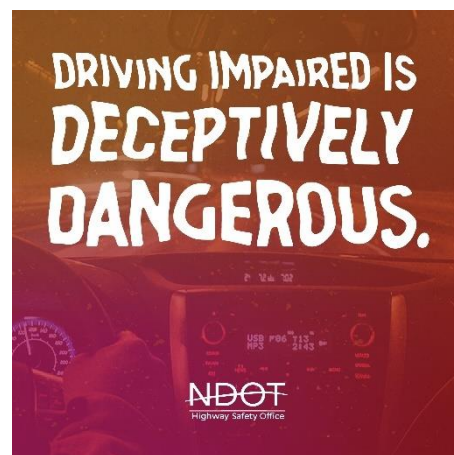
- The HSO used these various paid media campaigns for:
 - **Occupant Restraints:** *Click It or Ticket Day and Night (CIOT), Someone is Counting on you to Buckle Up, CPS The Right Seat, Buckle Up. Every Trip, Every Time;*

- **Impaired Driving:** *Get a Ride, A DUI Costs More Than you Think, Drive Sober or Get Pulled Over.*

- **Distracted Driving:** *U Drive. U Text. U Pay., Put Bad Passengers on Do Not Disturb, Drive & Walk with Care (pedestrian focus); You Snooze You Lose (drowsy driving focus);*



- **Motorcycle Safety:** *Ride for Life.*
- **Rail Safety Education:** *See Tracks? Think Train.*



- The HSO maintains the number of paid media marketing and messaging during the national *Click It or Ticket Mobilizations (2), U Text. U Drive. U Pay. (1), and Impaired Driving Crackdowns (2)*. In FY2023, there was a special focus on pedestrian safety, motorcycle safety, speeding and seat belt use in priority counties, during traditional holiday travel dates, 100 Days of Summer, and during sporting activities (i.e., High School Sports, College Sports) and talk radio. The largest portion of annual paid media expenditures are targeted to decrease impaired driving and to increase seat belt use in target counties as defined by HSO. HSO also uses media in targeted rural counties to address: *Drive Sober or Get Pulled Over, Teens and Occupant Protection/Child Passenger Safety.*

PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2023, the HSO continued to support the traffic safety programs with printed public information and education materials that are available for free to the general public, grantees and partners in traffic safety. These brochures, posters, manuals, wallet cards, graduated driver licensing law infographic handouts, 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. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.

The HSO offers to create and print materials for other traffic safety program partners/stakeholders to support the traffic safety initiatives they are addressing across the state and in partnership with the HSO public information and education efforts.

The HSO continues to update and offer free to the general public an audio-visual lending library of all of the previously mentioned safety issues.

Nebraska Child Passenger Safety Law

- **Rear-facing:** Children ride rear-facing up to age 2 or until they reach the upper weight or height limit allowed by the car seat's manufacturer.
- **Federally approved:** All children up to 8 eight must ride correctly secured in a federally approved child safety seat/belt positioning booster.
- **Back Seat:** Children up to age 8 must ride in the back seat, as long as there is a back seat equipped with a seat belt and not occupied by other children under 8 years of age.
- **Secured:** Children ages 8 to 18 must ride secured in a seat belt or child safety seat (belt positioning booster).



The above safety laws are based on Nebraska Statute # 60-6,267

- Violation carries a \$25 fine plus associated court costs
- And 1 point may be assessed against the operator's driving record.



EARNED MEDIA

In FY2023, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation, various local law enforcement agencies and non-profit highway safety partners to assist with high visibility kick offs, press conferences and news/events for the national and state enforcement mobilizations.

The HSO issued state and local news releases regarding the grant awards of 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, grantees are required to issue a news release reporting the results of that specific enforcement operation for the public knowledge at the local level where activity occurs.

The HSO encouraged grantees and other traffic safety partners to include traffic safety-related data and traffic safety issues in their agency/organization; social media, news notes and/or newsletters and press releases. This effort allows the ability to generate local media (social, print and electronic) interest in developing a news story.

By reputation, the HSO continues to be the recognized state source for traffic safety information by all news media (print and electronic). The HSO is recognized as the best source for traffic safety-related data and information. The HSO continues to collect, present, and deliver traffic safety-related information to maintain its position as the “go to” source for traffic safety news.

SOCIAL MEDIA

The HSO has continued to expand the marketing/messaging of traffic safety-related information via the social platforms (Facebook, Twitter, and Instagram) and with web sites. The HSO used a social marketing team for targeted months (i.e., Distracted Driving Awareness in April, Motorcycle Safety in May, Child Passenger Safety Month in September, Drowsy Driving Awareness Month in November) to carry out professional content, graphics to share with coalition members and some media placement.



This strategy, social media platforms with partners, has allowed us to generate a greater audience and reach targeting specifically to teens, young adults, local communities, employers, local health departments, non-profits, and the public in the priority counties. Focus areas continue to be seat belts, distracted driving, impaired driving, and pedestrian safety. The HSO continues to expand the use of social media through a variety of platforms (i.e., Facebook, Twitter, YouTube, and Instagram). The HSO has produced web banner ads and toolkit materials to share with the Drive Smart Nebraska Coalition and other highway safety partners, employers, schools, law enforcement, hospitals, and local health districts for use on their own websites and marketing.

MEDIA MARKET AND ADVERTISING RESULTS (Chart only)

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	3,114,564
Social Media	Twitter, Facebook, Instagram	9,982,374
Outdoors	Billboards	7,950,064
Outdoor	Wrapped Trucks/Gas Pumps	77,138,574
Radio	Placement :30 & :15 spots	3,548,842
Signage	Messaging	1,786,547
Web Banner/Digital	Mobile, Web	10,254,312
Live reads/Podcast	Mentions/Downloads	22,391,250*
Materials Printed	Infographics, law cards, etc.	10,623
HVE Press Releases	Pre and Post Media (print and social)	5,245,125
Total Impression Estimate		119,031,025

**Numbers represent Husker Nation Audience/Listeners*

Evidence-Based Traffic Safety Enforcement Program

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities, and injuries in the areas of highest risk. Analysis of Nebraska’s crashes, crash fatalities and serious injuries in the highest risk areas and listed on the “Nebraska Priority Counties” are extracted from the Nebraska fatal, A and B injury crash data from CY2020 outlined on page 4. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska’s

TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations, and the *Drive Sober or Get Pulled Over* crackdowns. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis.



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 drinking enforcement and general traffic enforcement. Funding assistance is awarded to law enforcement agencies in the priority counties. Additional projects are developed to fund the statewide mobilizations and crackdowns. 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.
- The problem identification utilized by the HSO is 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 breakdown of time of day and day of week are utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force (IDTF) was initially convened in April 2017 to discuss impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy, and non-profit groups whose missions include addressing impaired driving.

Under the direction and contribution of the IDTF, the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. The mission of the IDSP is to reduce and prevent impaired driving fatalities and serious injury crashes. The Plan can be found on the website at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.

- The enforcement program is implemented by first awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies 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 benefits are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post

media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and statewide media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training. The Highway Safety Communication Plan includes the paid, earned, and social media information located on page 16.

- The HSO monitors and assesses each of the awarded selective overtime mini grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Law Enforcement Agencies Participating in Nebraska Enforcement Efforts

Agency	Nov/Dec 2022 CIOT	Dec/Jan 2022/2023 DSGPO	May 2023 CIOT	Aug/Sept 2023 DSGPO	April 2023 UDUTUP
Aurora Police Department		x			x
Alliance Police Department				x	
Bellevue Police Department	x	x		x	x
Blair Police Department	x			x	x
Broken Bow Police Department				x	x
Central City Police Department		x	x	x	x
Chadron Police Department		x	x		
Columbus Police Department	x	x	x	x	x
Crete Police Department	x	x	x	x	x
Falls City Police Department	x	x			
Gordon Police Department				x	x
Grand Island Police Department	x				x
Henderson Police Department				x	x
Holdrege Police Department	x	x	x	x	x
Imperial Police Department		x		x	x
Kearney Police Department	x	x	x	x	x
LaVista Police Department	x			x	x
Lexington Police Department	x	x			
Lincoln Police Department	x	x	x	x	
McCook Police Department	x	x	x		x
Nebraska City Police Department	x	x	x	x	x
Norfolk Police Department				x	
North Platte Police Department	x	x	x	x	x
Ogallala Police Department			x	x	
Omaha Police Department	x	x	x	x	
O'Neill Police Department		x		x	
Papillion Police Department	x	x	x	x	x
Plattsmouth Police Department	x	x	x	x	x
Ralston Police Department		x	x	x	x
Schuyler Police Department				x	x
Scottsbluff Police Department	x	x	x	x	x
Seward Police Department		x		x	
Shelton Police Department			x	x	
South Sioux City Police Department	x	x		x	x
Valentine Police Department			x		

Agency	Nov/Dec 2022 CIOT	Dec/Jan 2022/2023 DSGPO	May 2023 CIOT	Aug/Sept 2023 DSGPO	April 2023 UDUTUP
Adams County Sheriff's Office	X		X	X	
Brown County Sheriff's Office		X			
Buffalo County Sheriff's Office		X	X		
Cass County Sheriff's Office			X		
Colfax County Sheriff's Office				X	
Custer County Sheriff's Office	X		X		
Dakota County Sheriff's Office	X	X	X	X	X
Dawson County Sheriff's Office			X		
Dixon County Sheriff's Office				X	X
Dodge County Sheriff's Office	X	X	X	X	
Douglas County Sheriff's Office	X	X	X	X	X
Frontier County Sheriff's Office				X	
Furnas County Sheriff's Office		X	X	X	
Gage County Sheriff's Office		X			
Hall County Sheriff's Office		X	X		X
Hamilton County Sheriff's Office	X	X	X	X	X
Johnson County Sheriff's Office			X		X
Lancaster County Sheriff's Office	X	X	X	X	X
Lincoln County Sheriff's Office		X	X	X	
Madison County Sheriff's Office		X		X	X
Merrick County Sheriff's Office		X	X		X
Nemaha County Sheriff's Office	X	X	X	X	X
Otoe County Sheriff's Office	X	X	X	X	X
Phelps County Sheriff's Office	X	X	X	X	X
Platte County Sheriff's Office	X	X	X	X	X
Richardson County Sheriff's Office	X	X	X	X	X
Saline County Sheriff's Office	X	X	X	X	X
Saunders County Sheriff's Office	X	X	X	X	X
Scotts Bluff County Sheriff's Office	X	X	X	X	
Stanton County Sheriff's Office				X	
Thurston County Sheriff's Office	X	X	X	X	X
Valley County Sheriff's Office	X			X	
Washington County Sheriff's Office	X		X	X	X
Webster County Sheriff's Office	X	X	X	X	X
York County Sheriff's Office	X	X		X	X
Total Agencies Participating	39	47	43	54	43

Law Enforcement Overtime Enforcement Results

November 2022 “Click It or Ticket” Mobilization – The November 23-27, 2022, mobilization resulted in a total of 2,443 hours of selective overtime enforcement, 82 seat belt citations, 647 speeding citations, 58 impaired driving arrests, 1,816 total citations and 3,960 total contacts. One checkpoint was conducted during the enforcement.

December 2022/January 2023 “Drive Sober or Get Pulled Over.” Crackdown – The December 2022 – January 2023 crackdown resulted in a total of 5,094 hours of selective overtime enforcement, 82 seat belt citations, 709 speeding citations, 292 impaired driving arrests, 2,971 total citations, and 6,532 total contacts.

May 2023 “Click It or Ticket” Mobilization – The May 15–June 4, 2023, mobilization resulted in a total of 4,741 hours of selective seat belt overtime enforcement, 325 seat belt citations, 100 impaired driving arrests, 1,983 speeding citations, 4,545 total citations and 9,884 total contacts. Four checkpoints were conducted during this mobilization.

August/September 2023 “Drive Sober Or Get Pulled Over.” Crackdown – The August 16–September 4, 2023, crackdown resulted in a total of 3,409 hours of selective alcohol overtime enforcement, 35 seat belt citations, 240 impaired driving arrests, 1,352 speeding citations, 3,306 total citations and 7,382 total contacts. One checkpoint was conducted during the crackdown.

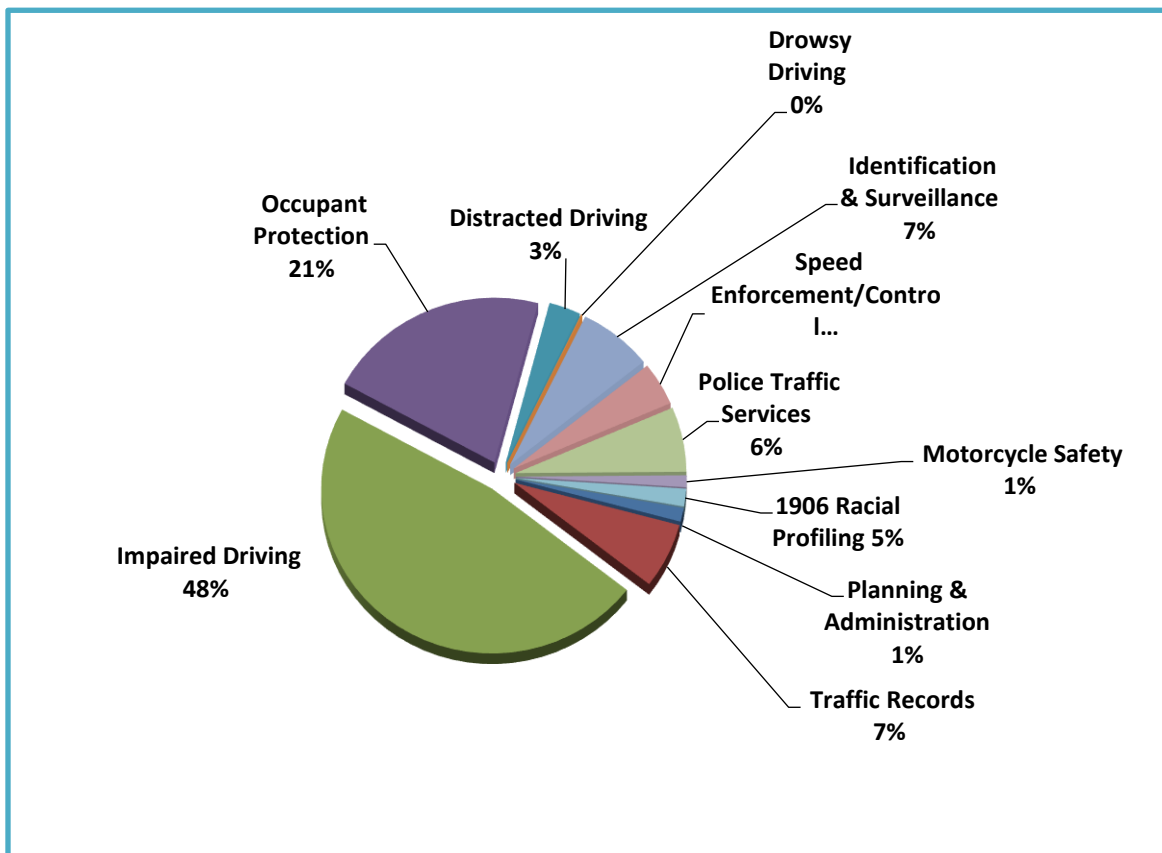
	CIOT Nov 2022	DSGPO Dec/Jan 2022/2023	CIOT May 2023	DSGPO Sept 2023	Others	Combined Totals FY2023
Agencies	40	48	45	55	78	266
Mini Grants	35	39	39	43	78	234
Checkpoints	1	0	4	1	4	10
Hours	2,443	5,094	4,741	3,409	8,459	24,146
Speeding	647	709	1,983	1,352	3,581	8,272
Seat Belt	82	29	325	35	188	659
DWI	58	292	100	240	185	875
Total Citations	1,816	2,971	4,545	3,306	6,824	19,462
Total Contacts	3,960	6,532	9,884	7,382	13,002	40,760



FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2021 COUNTERMEASURE PROGRAMS

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$3,798,065.74
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$398,445.77
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$289,682.62
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$2,027,089.35
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$78,231.91
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$116,676.41
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$6,708,191.80



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Section 402 State and Community Highway Safety Projects by Program Area

PLANNING AND ADMINISTRATION PROGRAM AREA

Project Name:	Planning and Administration		
Project Number:	402-23-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$200,000.00		
Funding Source:	402/PA	Funding Amount:	Source \$200,000.00
Match Amount:	\$90,791.47	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	Federal \$90,791.47

This project funded the HSO staffing and facilities required for the administrative and planning functions required to meet program targets and objectives. These costs include, but are not limited to office supplies, membership, travel, training, and personnel services for the administrator, accountant\staff assistant. The State does contribute 50% hard matching dollars for program administration from the Nebraska Department of Transportation Cash Fund. This project is responsible for collaborating and coordinating with partners in transportation, public, and other safety interested organizations and individuals. The performance measures for this project include: quality and timeliness of annual programs, plans and evaluation reports, to actively participate in statewide, multidisciplinary transportation safety, public safety and injury control programs.

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2023 (FY2023) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on June 27, 2022. The annual observation Nebraska safety belt use survey was completed in June 2022.

The Director of the Department of Motor Vehicles (DMV) has authorized the use of State funds of the DMV Vehicle Services Division and the Driver Licensing Division for soft matching the federal highway safety funding. The HSO maintains documentation on file from the DMV to meet the requirements of NHTSA Order 452-6C.

ALCOHOL PROGRAM AREA

Project Name:	Alcohol Program Coordination		
Project Number:	402-23-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,000.00		
Funding Source:	402/AL	Funding Amount:	Source \$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$94,524.29

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit alcohol program area grants and activities. The coordination and assistance provide an essential element in a successful alcohol/impaired driving awareness program. The HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding alcohol and impaired driving among Nebraska’s motoring public. As examples, the HSO staff attended the following conferences/meetings: Nebraska Law Enforcement luncheon; Impaired Driving Task Force, and HSO Drug Recognition Expert Training/Updates. The processing time of mini-grant contracts for alcohol projects, training, enforcement, equipment, and travel associated with the issue of impaired driving are funded through this project. It also includes project grants site visits and monitoring.

Project Name:	Alcohol Public Education & Information		
Project Number:	402-23-10/405d-23-06		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$2,216,550.00		
Funding Source:	402/AL 405d/M5IS	Funding Amount:	\$100,000.00 \$2,116,550.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$1,030,090.49

This project provided funds to the HSO for the development/creation/production/implementation of alcohol/impaired driving educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), and educational information for distribution. Educate and motivate law enforcement to increase messaging around alcohol/impaired driving campaigns.

- Four Corners, Impaired Driving Campaign, covering Polk, Butler, Seward, York, and Lancaster. Placement for Billboards, Radio, and print ads.
- Gordon-Rushville Motivational Speaker.
- Law Enforcement Luncheon, Younes Conference Center, Annual Luncheon with approximately 120 law Enforcement officials (Sheriffs and Police Chiefs).
- Learfield/IMG Husker Sports Contract: Instant replay signage 15 reply tags during 7 home games, 2 ribbon boards at home games, L-Wrap at 7 home games, rotating LED ribbon boards in the stadium, approximately 350 Sports Nightly radio ads , traffic report sponsorship spots at home games, Sports Nightly, 200 :30 sec. messages; Big Red Reaction 1 live mention for each game; Locker Room 1 live mention per game; Husker Vision (5 screens) message carried at 7 home games.
- Pinnacle Bank Arena signage, concourse signage, digital signage, 3rd floor lobby level sponsor, parking garage sponsor, branded signage on exit arms at the tollbooth of the parking garage.
- 402 funding was not expended on this joint funded project to achieve the strategies due to adequate 405d funding availability.



- Red Thread was contracted to create an impaired driving campaign with print, radio, video, billboard and social media graphics.
- Hail Varsity sports marketing sponsorship included a full-page ad in 16 issues of Hail Varsity, 1 live read (30-45 seconds) during the Hail Varsity Radio Show.
- Sponsorships of the Omaha StormChaser and Lincoln Saltdogs Baseball, Omaha Beef and Omaha Lancers.
- Impaired driving advertising placed with AllOver Media, OOH Squad, Nebraska Public Media, multiple radio stations, Lamar Outdoor and other outlets.



Project Name:	Alcohol Selective Overtime Enforcement		
Project Number:	402-23-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$245,000.00		
Funding Source:	402 AL	Funding Source Amount:	\$245,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	98%
Is this project a part of the TSEP? Yes		Amount Expended:	\$232,510.87

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National “Drive Sober Or Get Pulled Over” Crackdown in December 2022–January 2023 and alcohol overtime enforcement.

December 2022/January 2023 “Drive Sober or Get Pulled Over” Crackdown and other individual enforcements resulted in a total of 3,547 overtime hours worked resulting in 2,390 citations. Of these citations, 29 citations were issued for seatbelt violations, 709 citations were issued for speeding, and 292 drivers were arrested for driving while intoxicated.

This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, wet bath simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 300 Alco Sensor III, 43,950 Alco Sensor FST’s and 7,450 evidentiary mouthpieces for a total of 51,700 mouthpieces to Nebraska law enforcement agencies, adult and juvenile correctional facilities, detox facilities, county attorneys, schools, and state probation agencies. Provided 93 dry gas cylinder bottles and 10 regulators to 85 law enforcement agencies for PBT calibrations.

Project Name:	Court Monitoring Evaluation and Education Project		
Project Number:	402-23-17		
Sub-Recipient:	Mother Against Drunk Driving		
Total Project Amount:	\$200,000.00		
Funding Source:	402/AL	Funding Amount:	\$200,000.00
Match Amount:	\$0.0	Indirect Cost:	10%
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$166,693.73

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to ten priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project engaged four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. MADD conducted one-on-one and online Court Monitoring trainings throughout the year, trained and utilized MADD volunteers in MADD Court Monitoring, Power of Parents and/or volunteer positions. They collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. MADD hosted its annual MADD Hero Awards, honoring 29 winners from area law enforcement, individuals, volunteers, and community partners with approximately 200 in attendance. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and engaged 33 new volunteers to build capacity. MADD recorded over 440 volunteer hours in FY2023 and the Program Manager and Program Specialists spoke with over 400 individuals through presentations, radio/television interviews, and the APPA conference. Nebraska MADD partnered with Colorado MADD to allow victims to participate in an online support group meeting bi-weekly with a victim volunteer who facilitated the safe space for victims to interact with others who share their experiences. Nebraska MADD also provided support for local public information and education programs.

Project Name:	Enforcing Underage Drinking Laws		
Project Number:	402-23-22		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/AL	Funding Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	75%
Is this project a part of the TSEP? Yes		Amount Expended:	\$25,252.06

This project provided funding assistance through the “Mini-Grant Award/Contract” process to state and local law enforcement agencies within the 23 priority counties, with justification for those non-priority counties, to conduct selective overtime enforcement of underage drinking laws.

HSO provided 19 mini-grants to law enforcement agencies to carry out selective overtime enforcement activity which was carried out in 7 counties.. The participating agencies included: Gering Police

Department, Nebraska State Patrol, Sarpy County Sheriff's Office, Bellevue Police Department, and the Scottsbluff Police Department & Scotts Bluff County Sheriff's Office.

Project Name:	Traffic Training		
Project Number:	402-23-25		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$165,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$165,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	85%
Is this project a part of the TSEP? No		Amount Expended:	\$82,368.77

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Through this project 19 mini-grants were awarded to multiple state and local agencies and organizations to attend training.

Project Name:	Statewide Underage Drinking Prevention Project		
Project Number:	402-23-18		
Sub-Recipient:	Project Extra Mile (PEM)		
Total Project Amount:	\$180,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$180,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	10%
Is this project a part of the TSEP? No		Amount Expended:	\$165,578.38

This project supports community-based programs that employ environmental strategies to reduce and prevent excessive alcohol consumption, including consumption by youth, through environmental prevention strategies, ultimately addressing community policies, practices, and norms. PEM will use community-level initiatives along with statewide strategies to reach its goal.

- The coalition held 10 in-person or virtual coalition meetings during FY2023. Total attendance was 185 members with 55 new members. PEM also created and strengthened relationships with 94 organizations as well as 131 individuals (including 31 youth).
- 12 monthly Research Summaries and e-Newsletters were distributed to the coalition and made available on PEM's website. The newsletter was sent to an average 881 individuals across the state with the average open rate of 31%, a 4% increase from FY 2022. Six fact sheets were reviewed and updated, and 2 new fact sheets were created during the fiscal year. PEM also achieved 4 media releases and 16 earned media pieces.
- Social media activity in FY 2023 included 75 Facebook posts and 108 Tweets. Facebook post activity included 285 engagements, or an average of 3.8 engagements per post, which is a 61% decrease from FY 2022. During May 2022, Facebook discontinued the views feature which provides information on the number of users that viewed our social media account. Twitter activity included

105 likes and 33 retweets for a total of 138 engagements, or an average of 1.3 per Tweet, a 41% decrease from FY 2022.

- PEM held two trainings, attended by 39 individuals on the liquor licensing process. Both trainings were held in Douglas County.
- PEM held nine youth leadership meetings with a total of 56 participants, a 44% increase from FY 2022. The goal of 10 meetings was not achieved due to students’ conflicting schedules – originally twelve meetings were scheduled. PEM also presented to four existing youth groups, participated in the FCCLA Conference opportunity fair, and at La Vista Police Department’s National Night Out. These opportunities allowed PEM to reach over 210 additional youth and adults during the fiscal year.
- The Law Enforcement Work Group met during October 2022 with eight participants from five agencies to discuss training needs, alcohol delivery and sales to intoxicated operations, and plan future driving impairment and compliance check operations. PEM is also working with the Nebraska Liquor Control Commission, Nebraska State Patrol, Attorney General’s Office, and other involved agencies on how to effectively expand enforcement operations that seek to prevent impaired driving in Nebraska.
- FY 2023 compliance checks resulted in 62 (11%) of 577 businesses selling to the minors, above the target rate of 10% and a decrease from FY 2022’s 12%. Results were shared in four media releases, monthly newsletters, on social media, and are available on PEM’s website.
- Alcohol compliance check operations took place in Buffalo County, resulting in 5 (14%) of 37 businesses being cited for selling alcohol to the minor.
- A Law Enforcement Training was held in Omaha, NE on March 29th for 9 officers representing five agencies, a 61% decrease in officers from FY 2022. Initially 15 officers had registered but six had to send their regrets for various reasons. The training focused on conducting alcohol retail compliance checks, administrative and criminal processes related to compliance checks, and building community support around these operations.

Project Name:	Felony Motor Vehicle Prosecution Unit		
Project Number:	402-23-08		
Sub-Recipient:	Douglas County Attorney’s Office		
Total Project Amount:	\$175,000.00		
Funding Source:	402/AL	Funding Amount:	\$175,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$175,000.00

- The Felony Motor Vehicle Prosecution Unit (FMVPU) activities not only expediated DUI and motor vehicle cases to specialized prosecutors, but a policy update in the handling of DUI cases was also implemented. Previous to the creation of the FMVPU, it was common practice for a DUI 3rd Aggravated (felony) to be pled down to a misdemeanor. After the implementation of these specialized motor vehicle unit activities, the number of such reductions have been greatly reduced with limited use only in warranted circumstances.
- The overall conviction rate for all motor vehicle offenses is 98% for the fiscal year 2023.
- The breakdown of all convictions (felony vs misd) for the fiscal year 2023 is 78% felony and 22% misdemeanor.
- The overall DUI conviction rate increased to 100% for the fiscal year 2023.

- The breakdown of DUI convictions (felony vs misd) for the fiscal year 2023 is 75% felony and 25% misdemeanor.
- There was a reduction in Douglas County of fatal, A and B injury crashes in 2020. There were 1501 crash incidents in 2019 and only 1316 in 2020.
- There was a reduction in alcohol-impaired fatal, as well as alcohol-related A and B crashes, from 168 (year 2019) to 124 (year 2020).

Project Name:	Prosecutorial Response to DUI Crimes		
Project Number:	402-23-39		
Sub-Recipient:	Nebraska Department of Justice, Nebraska Attorney General's Office		
Total Project Amount:	\$139,500.00		
Funding Source:	402/AL	Funding Source Amount:	\$139,500.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$104,947.57

This project provided funding to continue to staff the statewide "Traffic Safety Resource Prosecutor" (TSRP) position within the State Attorney General's Office to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in handling traffic-related cases, a majority of those being impaired driving-related. The TSRP provides critical support and training to local prosecutors, judges, and law enforcement officials. The TSRP served as the lead prosecutor in four DUI cases, five DUI motor vehicle homicide case, and assisted in prosecuting in two DUI cases.

- Presented "Cell Phone Search Warrants" at the Fall Nebraska County Attorney Association to 224 prosecutors from 69 counties in October 2022.
- Presented "Highway Safety Crimes" to 127 cadets from 95 agencies at the NLETC Police Academy in November 2022, April and August 2023.
- Presented at the Nebraska State DRE update to 14 law enforcement officers in November 2022.

The TSRP took a lead role in prosecuting several complex cases, including those involving DUI, as well as repeat DUI offenders, DUI-Causing Serious Bodily Injury, and Motor Vehicle Homicide. Several of these cases involved crash-injured defendants, and as a result, the TSRP again made use of the approach of utilizing medical blood alcohol tests for prosecution of DUI/MVH.

Project Name:	Project Night Life Expansion		
Project Number:	402-23-40		
Sub-Recipient:	Omaha Police Department		
Total Project Amount:	\$95,000.00		
Funding Source:	402/AL	Funding Source Amount:	\$95,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%

Is this project a part of the TSEP? No	Amount Expended:	\$93,833.98
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This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police officers regarding the Nebraska’s graduated licensing provisions with special emphasis on teen impaired driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers.

- 55 overtime selective enforcement operations with more than 1,500 hours logged for activities recorded.
- 3,952 total citations
- 18 alcohol arrests, (DUI, MIP, procuring/contributing, and open container) driving under the influence (DUI) arrests of Minor in Possession
- 115 occupant restraint citations (child restraint and seat belt violations)
- 2,192 speeding citations
- 222 total arrests.
- In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.

Project Name:	Judicial Prosecution Training		
Project Number:	402-23-41		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$20,000.00		
Funding Source:	402/AL	Funding Amount:	\$20,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	75%
Is this project a part of the TSEP? No	Amount Expended:	\$13,215.00	

March 2023, Dara Johnson Director of Mandatory Continuing Legal Education, HSO Administrator and HSO Project Manager met to discuss possible judicial training opportunities in traffic safety. Project Manager provided her the National Highway Traffic Safety Administration (NHTSA)) Judicial Traffic Safety Course Flyer and NHTSA Regional 7 Judicial Liaison Judge Blankenship contact information. April – May 2023, Project manager worked with Dara Johnson and David Vann Contract and Grants with Nebraska Supreme Courts and Probation in planning the June 2023, Judicial Topics covered Cannabis/Marijuana substance use order, related cannabis and impaired driving in the courts. Judge Huffman : National Judicial College presented Cannabis and the Courts. The judges rated the 2023 conference 5.6 out 6 in terms of valuable information.

The HSO will continue to work directly with the TSRP and the State Judicial training coordinator to bring necessary training to the Annual Judicial Meeting or other trainings.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

Project Name:	Drug Recognition Expert/ARIDE Training & Recertification		
Project Number:	405d-23-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$150,000.00		
Funding Source:	405d/FDMDATR	Funding Source Amount:	\$150,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$125,151.86

This project allocates funding for the HSO to administer Nebraska’s Drug Evaluation and Classification Program (DECP) and increase law enforcement’s ability to detect drug impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska’s DREs and prosecutors and funding assistance for Nebraska’s DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 7-Day Drug Recognition Expert Training School in April 2023. All eight candidates completed all phases of the training and have been certified as DREs. In addition, all students were tested and passed SFST Proficiencies during the Pre-School. A mini grant was awarded to the Bellevue Police Department to fund the DRE Training Coordinator for Nebraska to serve as the expert and organize all of the training.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, mini-grants were awarded for DRE officers from two Nebraska Law Enforcement Agencies to attend an Impaired Driving Conference in 2023 and officers from five Nebraska Law Enforcement Agencies to attend IACP’s National Drugs, Alcohol, and Impaired Driving Conference in California. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska. Five ARIDE classes were held in 2023 training a total of 50 law enforcement officers.

Project Name:	Alcohol Selective Overtime Enforcement & System Support		
Project Number:	405d-23-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$650,000.00		
Funding Source:	405d/M5X	Funding Source Amount:	\$650,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$581,271.50

This project provided funding for the HSO to award mini grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. High Visibility Enforcement Mobilization conducted from October 2022 through September 2023 was a total of 8,118 overtime working hours resulting in 5,469 citations. Of the 5,469 citations, 299 drivers were arrested for driving while intoxicated, 56 minors were cited for

being in possession of alcohol, 77 citations were issued for open container violations, 2338 citations were issued for speeding, 21 citations were drug related, and 170 citations were issued for seatbelt violations.

This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer’s time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. The 34 in-car cameras that were awarded in FY2022 resulted in a total of 2,328 recorded traffic stops. Due to the COVID-19 pandemic, several agencies did not participate in high visibility overtime enforcement due to staff shortages and other concerns.

The HSO awarded mini grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. Due to COVID-19 preliminary breath testing activity is much lower than normal. The 144 preliminary breath testing instruments that were awarded FY2023 fiscal year resulted in 1, 027 breath tests being conducted.

Project Name:	Special Enforcement Mini-Grants		
Project Number:	405d-23-07		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$22,025.50		
Funding Source:	405d/M5HVE	Funding Amount:	\$22,025.50
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$22,025.50

The HSO provided funding for five mini-grant contracts specific to impaired driving related problems as a need was demonstrated. There was a total of 309 hours of overtime worked and over 474 citations.

Project Name:	Nebraska State Patrol Toxicology Services		
Project Number:	405d-23-11		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$85,300.00		
Funding Source:	405d/M5BAC	Funding Amount:	\$85,300.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$85,300.00

This project provided funding to staff one full time forensic scientist at the Nebraska State Patrol Crime Laboratory to complete analysis of urine samples received from all Nebraska law enforcement agencies for drug impaired driving arrests. The NSPCL exceeded its objective of maintaining an average 30-day turnaround time for analysis completion of DUI-D related toxicology samples. Over the 12-month project period, the average time for analysis completion was 16.14 days.

Project Name:	Nebraska Collegiate Prevention Alliance		
Project Number:	405d-23-12		
Sub-Recipient:	University of Nebraska at Lincoln – Nebraska Collegiate Prevention Alliance		
Total Project Amount:	\$183,250.00		
Funding Source:	405d/M5OT	Funding Source Amount:	\$183,250.00
Match Amount:	\$0.0	Indirect Cost:	0%
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$183,250.00

This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list-serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Nebraska Collegiate Prevention Alliance (NCPA) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

Relative to targeted 3% from their 5-year (2016-20) average rates of 34.1% (alcohol-involved total crash), 26.8% (alcohol-involved fatal crash), and 31.2% (alcohol-involved injury crash), 2020 rates were 19.1% lower for alcohol-involved total crashes (27.6%), 27.7% lower for alcohol-involved fatal crashes (19.4%), and 11.9% lower for alcohol-involved injury crashes (27.5%), which all exceed our 2019-20 targets of 3% reduction. These trends were supported by some other available data from 2023 Y1CBP. A drop in drinking and driving was reported from half of the 2023 Y1CBP participating schools: Creighton University from 3.0% in 2019 to 0.9% in 2023; College of Saint Mary from 6.3% in 2019 to 0% in 2023; Nebraska Methodist College from 5.8% in 2019 to 0% in 2023; Southeast Community College from 7.9% in 2019 to 5.3% in 2023; University of Nebraska Kearney from 5.1% in 2019 to 0% in 2023; University of Nebraska Omaha from 3.1% in 2019 to 2.5% in 2023; Wayne State College from 9.5% in 2019 to 3.2% in 2023; and Doane University 4.9% in 2019 to 0% in 2023.

OCCUPANT PROTECTION PROGRAM AREA

Project Name:	Occupant Protection Program Coordination		
Project Number:	402-23-03		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$80,000.00		
Funding Source:	402/OP	Funding Amount:	\$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$27,356.65

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska's motoring public and to increase usage rates. As examples, HSO staff personnel attended the following: Child Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, and Drive Smart meetings, includes project monitoring and site visits.

Project Name:	Occupant Protection Public Information and Education		
Project Number:	402-23-04		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$700,000.00		
Funding Source:	402/OP	Funding Amount:	\$700,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	25%
Is this project a part of the TSEP? No		Amount Expended:	\$651,314.00

This project provided support to the HSO for the development/creation/production/implementation of occupant restraint/protection educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases.

- "Buckle Up, Phone Down" and "Buckle Up, Drive Sober" seatbelt campaigns provided promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs. Contracts with The OOH Squad and All Over Media for truckside advertising related to the seatbelt campaign.
- "Stay In The Game" messaging promoted seatbelt use in target counties among youth ages 16-20 during the 100 Deadliest Days of Summer. Billboards across eight counties were paired with messaging broadcast on streaming music platforms and posted on social media.
- Placed occupant restraint messaging, with a variety of vendors and platforms, to reach a large male market, ages 18-34, including but not limited to: University of Nebraska Sports, Alpha Media, The Ticket, Flood Communications, iHeart Media, Hometown Radio, and the Lincoln Journal Star.

- The Panhandle Public Health District (PPHD), the University of Nebraska at Kearney, and the Brain Injury Alliance received mini grants to carry out occupant protection campaigns, targeting the priority counties to increase seatbelt usage throughout May – Sept.

Project Name:	Occupant Protection Selective Overtime Enforcement		
Project Number:	402-23-05		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$300,000.00		
Funding Source:	402/OP	Funding Amount:	Source \$300,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$252,955.92

The objective of this project is to provide funding assistance through the "Mini-Grant Contract Application and Award" process to law enforcement agencies statewide to conduct high visibility occupant restraint selective overtime enforcement activities. Participating agencies were provided funding assistance for the overtime salaries.

The HSO awarded 54 mini-grant contracts to Nebraska Law Enforcement Agencies to carry out High Visibility Enforcement mobilizations relating to occupant restraint protection. There was a total of 5,232 overtime hours worked resulting in 3,473 citations. 1,908 citations were for speeding, 405 citations for seat belt violations and 125 DUI citations.

Project Name:	Road Safety - Employers & Employees Education - NSC		
Project Number:	402-23-37		
Sub-Recipient:	Nebraska Safety Council		
Total Project Amount:	\$104,000.00		
Funding Source:	402/OP	Funding Amount:	Source \$104,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$89,810.03

A project-grant was awarded to the Nebraska Safety Council to carry out strategies and activities with an emphasis on employer and employee education across six counties about seat belt use and assisting companies to implement a road safety program for their organization and increase employees’ knowledge of traffic safety.

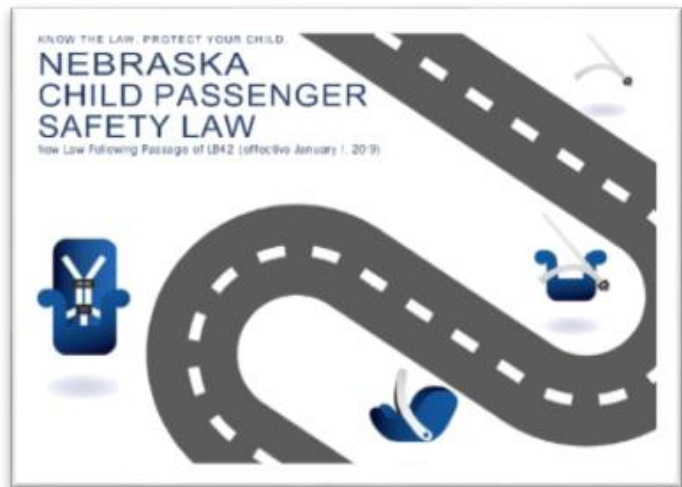
- Utilizing the NESC Road Safety presentation “Doing Our Part” on Nebraska Roads, NESC reached a total of 9,639 employees and a total of 38,556 family members (based on a 4-person family) through 54 Road Safety Programs presented with the participation of 46 employers. NESC updated six educational toolkits focusing on Seat Belt Safety, Cell Phone Use, Distracted Driving, Drowsy Driving, Impaired Driving and Winter Driving Tips.
- Participated in 14 public community events to raise awareness of traffic safety. Placed a radio media campaign during the 100 Deadliest Days of Summer regarding distracted driving in the target area titled “Texting It Can Wait”.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

Project Name:	Child Passenger Safety Training		
Project Number:	405b-23-09		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$95,000.00		
Funding Source:	405b/M2TR	Funding Source Amount:	\$95,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$30,181.32

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions).

- As of September 30, 2023, Nebraska has 330 certified Child Passenger Safety (CPS) Technicians and 16 inspection stations, covering 58 of the 93 counties in the state, and 95% of the Nebraska population live in a county with a CPST. There are currently 21 CPST Instructors.
- In the fiscal year ending September 30, 2023, 71 CPS technicians recertified out of 116 technicians eligible to recertify, which is 61% re-certification rate, compared to the national average of 55%.
- Child Passenger Safety Technician Trainings were held in Omaha, Lincoln, Hastings, and Grand Island with a hybrid session held in Lincoln and virtually broadcast to 7 satellite locations, with a total of 135 CPS Technicians newly trained and recertified.
- The Kidz In Motion conference in Oklahoma City was attended from August 23-25, 2023.
- Provided resources to instructors, technicians, and inspection stations to enhance training and education.
 - Purchased car seats and training dolls from Prevention Alternatives
 - Purchased 2,500 CPS Law Cards in English
 - Distributed Get Seat-iated and Boosters for Big Kids materials in English and Spanish
 - Purchased 430 Safe Ride News LATCH Manuals for FY23 trainings and Updates
- Utilized social media avenues on both DrivesmartNE.org and NDOT website to increase awareness around child passenger safety.



Project Name:	Occupant Protection Public Information and Education		
Project Number:	405b-23-10		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$195,000.00		
Funding Source:	405b/M2PE	Funding Source Amount:	\$195,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$180,169.87

This project supported the development/creation/production of occupant protection educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants.

Occupant Protection Marketing/Promotion:

- Click It or Ticket Campaign messaging through Lamar billboards, radio ads on iHeart Media, The Ticket, Hometown Radio, Flood Communications, Broadcast House Media, Nebraska Public Media, and Alpha Media, digital video with Lincoln Journal Star and Omaha World-Herald, and social media posts through local partners, such as Drive Smart Nebraska and local law enforcement.
- Partnering with Nebraska Public Media for six 0:30 second radio advertisements during the NSAA High School Football Championship. IMG Sports – Pinnacle Bank Arena Sponsorship. This included: Website Logo Presence, Logo on the Pinnacle Bank Arena website with link to Sponsor's website, Recognition as Founding Partner on Pinnacle Bank Arena website, Concourse Signage on two concourses, audio & video displays and signage (approximately 14" x 10") at the front of each of approximately 258 parking stalls as well as exclusive naming rights to the elevator lobby.
- Hail Varsity advertising through Sponsor Page listing on their website, live radio reads six times per week on "The Afternoon Show with Chris Schmidt and Elijah Herbel", supporting sponsor tags on social media and podcasts, a full-page ad in the 2023 Yearbook, and a half-page ad in 9 issues of Hail Varsity magazine.
- Contracted with UNL Jacht Club for a seatbelt advertising campaign to develop print advertisements for local newspapers, magazines, billboards, and radio commercials, as well as targeted social media content.
-

Project Name:	Child Passenger Safety Child Safety Seat Purchase and Distribution		
Project Number:	405b-23-12		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$30,000.00		
Funding Source:	405b/M2CSS	Funding Source Amount:	\$30,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$9,936.84

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-

to-date educational information for inspection stations, which serve as resources for parents/caregivers. Seven Child Passenger Safety Technician Training courses were held in FY23, along with a Training Update in June, to further the education and awareness surrounding proper child passenger safety seat installation.

HSO worked with DHHS and Safe Kids to update the current Inspection Station list and scout potential new locations.

There were four mini grants awarded to purchase 208 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events. The CSS will also sustain the inspection stations, at the local level, and ensure every parent/caregiver has access to education and equipment to keep children safe and secure while riding in a motor vehicle.

Organization	Claim Amount	Car Seats Bought
Lincoln-Lancaster County Health Department	\$2,500.00	40
Mary Lanning Healthcare	\$2,500.00	52
Four Corners Health Department	\$2,500.00	44
LinCKS Great Plains Health	\$2,436.84	72

Project Name:	Occupant Protection Information System		
Project Number:	405b-23-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$150,00.00		
Funding Source:	405b/M2OP	Funding Amount:	\$150,00.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$75,313.93

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants. HSO provided funding to the University of Nebraska, Bureau of Sociological Research, to conduct the statewide observational safety belt survey conducted in Antelope, Cheyenne, Dakota, Dodge, Douglas, Lancaster, Madison, Platte, and Richardson Counties. The results showed Nebraska’s overall seat belt use rate for 2023 is 77.3%, an increase of 1% from 2022. A child safety seat observation survey was also commissioned at 30 sites across nine counties, encompassing both urban and rural observations. The results showed that 60.9% of all observations were made in the six rural counties, and 39.1% were made in the three urban counties. Of the children observed in the rural counties, 82.5% were in child safety/booster seats, and 98.6% of those children were in the rear seats of the vehicles observed. Of the children observed in urban counties, 94.6% were in child safety/booster seats, and 99.5% of those children were in the rear seats of the vehicles observed. Of the children not in safety/booster seats, 65.6% of those from rural counties were in the rear seats, while 91.7% of those not in a safety/booster seat in urban counties were in a rear seat.

Safety Belt Use 2022 and 2023 (Estimate)

Sample Division	2022	2023
Total Sample	.763	.773
Drivers	.765	.765
Passengers	.752	.785

HSO provided mini-grant funding to support seat belt use and safety outreach through Nebraska State Patrol (NSP) Community Service Officers. NSP officers carried out public information and education, at the local level, addressing critical areas for improving occupant safety such as seat belt usage. The public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 104,162 individuals during their three months of events across the state.

The project also provided funding to Ray Holdings, LLC, to fabricate a redesigned seatbelt persuader to ensure that the new persuader would fit through a normal door and have wheel large enough to ensure ease of transport.

Project Name:	Occupant Protection High Visibility Enforcement		
Project Number:	405b-23-14		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$238,000.00		
Funding Source:	405b/M2HVE	Funding Amount:	\$238,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? Yes		Amount Expended:	\$102,843.81

The HSO awarded 10 mini-grants to the Nebraska law enforcement agencies to carry out high visibility occupant protection selective overtime enforcement activities in various cities and counties statewide starting in November 2022 with Buckle Up, Every Trip, Every Time, through May - June 2023 Click It or Ticket. Both activities were successfully carried out, resulting in 1,703 total overtime working hours and 1,905 citations – 76 were seatbelt violations.

POLICE TRAFFIC SERVICES PROGRAM AREA

Project Name:	Traffic Selective Overtime Enforcement		
Project Number:	402-23-27		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$350,000.00		
Funding Source:	402/PT	Funding Amount:	\$350,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	80%
Is this project a part of the TSEP? Yes		Amount Expended:	\$336,339.14

The HSO provided a total of 67 mini-grant awards to 39 Nebraska Law Enforcement Agencies and Nebraska State Patrol to carry out Selective Traffic Overtime Enforcement Operations between October 2022 to September 2023. Of the 67 mini grants awarded, 41 were for U Drive U Text U Pay enforcements.

These 67 mini-grant contracts resulted in a total of 4,198 hours of selective traffic overtime enforcement, 77 seat belt citations, 112 impaired driving arrests and 2,134 speeding citations. There were 4,003 citations and 8,312 total contacts.

Project Name:	Traffic Law Enforcement		
Project Number:	402-23-26		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$140,000.00		
Funding Source:	402/PT	Funding Amount:	\$140,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$69,407.87

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; three Standardized Field Sobriety Testing (SFST) classes (169 trained); three Radar Certification classes (126 trained); three LIDAR Certification classes (127 trained); three In-Car Camera Operation classes (125 trained); one Intermediate Crash Investigation classes (20 trained); Preliminary breath testing training was provided to 429 students and evidentiary breath testing training was provided to 269 students.

Project Name:	Law Enforcement Liaison		
Project Number:	402-23-42		
Sub-Recipient:	NDOT - Highway Safety Office		
Total Project Amount:	\$80,000.00		
Funding Source:	402/PT	Funding Amount:	\$80,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$20,953.34

This project provided funding to the HSO to provide salary, benefits, travel, office expenses, and training to fulfill the strategies of law enforcement-related activities outlined in Nebraska’s “Performance-Based” Strategic Traffic Safety Plan.

- The Law Enforcement Liaison provided promotion information, support and assistance to all law enforcement agencies across Nebraska. He traveled to nearly all the agencies in the priority counties to improve relations and on-site monitoring.
- The Law Enforcement Liaison attended many NDOT Highway Safety Office meetings and presentations such as the Advocates Meeting, TRCC Meetings and helped organize the B.R.A.K.E.S. event. The law enforcement partners are beginning to contact our LEL with many questions about procedures and funding opportunities.

TRAFFIC RECORDS PROGRAM AREA

Project Name:	Traffic Records		
Project Number:	402-23-30		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$215,000.00		
Funding Source:	402/TR	Funding Source Amount:	\$215,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	50%
Is this project a part of the TSEP? No		Amount Expended:	\$76,688.02

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on June 10, 2023, and placed on the HSO website. Numerous traffic records support systems are in the planning and implementation phases to upgrade systems.

- Justice Data Solutions has finished their system’s front-end process thus allowing agencies to enter a MMUCC 5 report. The MMUCC 5, Crash Information Database went live on January 1, 2021.
 - The Omaha Police Department (OPD) and the Nebraska Department of Transportation (NDOT) have replaced OPD’s current crash reporting system with a MMUCC 5 compliant system. As of July 2023 OPD has the ICR (Investigator Crash Reporting System) completed and is submitting all reports electronically to NDOT.
 - 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry.
- NDOT has worked with the University of Nebraska-Lincoln (UNL) to enhance the dynamic crash diagramming functionality in the current NTIP (Nebraska Transportation Information Portal) system. The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people.
- At the end of FY2023, 142 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2023, 161 agencies are using TraCS, a crash form reporting system for law enforcement.
- NDOT has worked with the Nebraska State Patrol (NSP) to upgrade TraCS to 100% electronic.

Project Name:	Nebraska Traffic and Criminal Software (TraCS) Expansion		
Project Number:	402-23-31		
Sub-Recipient:	Nebraska State Patrol		
Total Project Amount:	\$78,270.00		
Funding Source:	402/TR	Funding Source Amount:	\$78,270.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 63,179.94

This grant increased proficiencies in data input following vehicle crashes. Many agencies across the state are still completing crash information with pen and paper. Electronic filing of crash data will expedite the process and increase the amount of time law enforcement can spend on other activities that protect our

communities. Because of additional funding through the NDOT Highway Safety Office, several agencies were able to take advantage of implementing the TraCS system.

- TraCS RMS has been recognized by the Nebraska Crime Commission as a Certified Vendor for NIBRS.
- NSP continued to develop relationships with agencies interested in TraCS RMS. There are nine agencies utilizing TraCS RMS with two agencies currently completing the process to utilize TraCS RMS.
- The approach for training and the training material have been restructured to better support the adoption of the software.
- Two new forms were created, Master Index Person form and Master Index Vehicle form, that will make adding person and vehicle information to the Master Index easier and quicker.
- Two new automated processes have been created. One automated process will keep the Statutes List up to date and the other automated process will update Vehicle Makes in the system.
- NSP developed and released the License Plate Reader form. This form will assist in capturing needed data for annual reporting requirements.
- NPS redesigned how attachments are stored allowing attachments to be stored more efficiently.
- NSP now has 161 agencies using TraCS to submit standardized citations and crash data statewide.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

Project Name:	E-Citation and Traffic Record Improvement		
Project Number:	405c-23-01		
Sub-Recipient:	Nebraska Crime Commission		
Total Project Amount:	\$265,000.00		
Funding Source:	405c/M3DA	Funding Source	\$265,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$ 147,851.46

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies: Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic records data.

The target of this project was to increase the number of citations submitted electronically by five percent during the 12-month project. A total of 150 agencies in Nebraska are submitting citations electronically. During this project period a total of 117 county and city attorney agencies accessed the CITS Portal, and 62 attorneys e-filed documents.

Total Citations vs. Electronic Citations			
<u>Calendar Year</u>	<u>Total No. of Citations</u>	<u>Total No. of eCitations</u>	<u>Annual eCitation Percentage</u>
2010	189,485	1,235	0.07%
2011	176,919	68,244	38.57%
2012	165,415	74,395	44.97%
2013	163,653	76,298	46.61%
2014	165,031	77,294	46.83%
2015	161,628	77,056	47.67%
2016	160,879	79,046	49.13%
2017	139,752	66,902	47.87%
2018	120,223	69,780	58.04%
2019	106,168	71,949	67.76%
2020	86,519	85,651	98.99%
2021	260,666	255,848	98.15%
2022	285,664	278,034	97.32%
2023	280,602	262,233	93.45%

Project Name:	Crash Outcome Data Evaluation System (CODES)		
Project Number:	405c-23-14		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$175,000.00		
Funding Source:	405c/M3DA	Funding Amount:	Source \$175,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP?	No	Amount Expended:	\$27,419.19

This project continues to support the DHHS to create a database linking 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.

- The accuracy percentage of the CODES database for the linkage rate between crash data and EMS data in 2023 is currently unavailable for this fiscal year. The 2020 accuracy percentage was 95%.
- The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed due to unavailability of the 2021 Crash Data.
- CODES has coordinated the EMS/E-CODE data quality assessment and improvement activities with internal and external partners to address data quality issues and will continue to engage with them to fully use the CODES to support their injury prevention and highway safety practices.

Project Name:	Nebraska EHS Data Improvements		
Project Number:	405c-23-15		
Sub-Recipient:	Nebraska Department of Health and Human Services - EHS		
Total Project Amount:	\$56,250.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$56,250.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$56,250.00

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to maintain the databases for EMS patient care reporting, eNARSIS, and the Nebraska Trauma Registry. DHHS is working to improve data quality, completeness, and uniformity and establish performance measures for each system.

- The progress has experienced delays due to prolonged RFP process for both the trauma and EMS data systems which was released in November. DHHS has had administrative changes so the hiring process for the two analysts have been delayed as well. OEHS is in the process of planning a transition of NEMSIS data standards from 3.4 to 3.5. Data compliance has delayed the agreement with CyncHealth to start working on data exchange back to EMS and reinstate the EMS data exchange to other healthcare providers. EMS Performance Measures (established 2022 baseline):
 - EMS activating a MVC trauma alert to hospitals: 19.40%.
 - EMS scene time on MVC: 20.21% 10 minutes or less and 53.19% 20 minutes or less.
 - MVC patient compared to all 911 patient contacts: 5.65% of all 911 patient contacts were MVC patients.
- Trauma Registry Measures:
 - Improvement for trauma registry reports being entered within 90 days of patient discharge from October 2021 to September 2022 of 84% to an increase to 92% for October 2022 to September 2023.
 - Trauma Registry data validation and completeness reports averaged 99.04% from October 2022 through September 2023.

Project Name:	EMS and E-CODE Injury Data		
Project Number:	405c-23-17		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$57,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$57,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$11,051.41

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring

progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

- Received and analyzed 2021 annual data; generated yearly report and distributed to each hospital. Received feedback from hospitals regarding the contents of their quality reports; corresponded to explain several indicators.
- Processed and finalized the 2017-2022 Hospitalizations and Emergency Department (ED) MVC-related dataset.
- Created the 2021 annual E-code data quality assessment report and distributed the 2021 annual report card to each hospital.
- Conducted and documented preliminary analysis of MVC-related Hospitalizations & ED visits trends.
- Met with NHA regularly (every two weeks or monthly) for hospital discharge data (HDD) including discussions on problems and strategies for improving data quality, updates on data sharing and online dashboard system, and Z Codes.
- Had multiple meetings with epidemiology administrators, healthcare and prevention epidemiologists regarding using EMS, E-code, and Death Certificate data to enhance MVC-related injury surveillance by supplementing Crash Outcome Data.

Project Name:	Nebraska EMS Data Improvements		
Project Number:	405c-23-18		
Sub-Recipient:	Nebraska Department of Health and Human Services		
Total Project Amount:	\$57,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$57,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$11,051.41

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to maintain the databases for EMS patient care reporting, eNARSIS, and the Nebraska Trauma Registry. DHHS is working to improve data quality, completeness, and uniformity and establish performance measures for each system.

- Created and posted 2017-2022 EMS NFOO Five-Year Surveillance Report on NE DHHS website.
- Created and shared 2022 EMS annual data quality summary report with EMS program staff, following the objectives.
- Analyzed and recorded trends in MVC-related EMS incidents.
- Conducted and documented preliminary analysis of MVC-related EMS incident trends.
- Created and shared 2023 EMS semi-annual data quality summary report with EMS program staff, following the objectives.
- Identified and documented 2016-2022 EMS NFOO among college-aged students in Nebraska.
- Attended training with EMS Program Manager to learn E-NARSIS system data entry.
- Had multiple meetings with epidemiology administrators, drug overdose prevention and GIS coordinators, surveillance and informatics experts, office of emergency health systems, and healthcare epidemiologists to strategize using EMS data and other data sources (e.g., hospital discharge records, death certificates, syndromic surveillance data) to identify drug overdose-related events.

Project Name:	Traffic Records Program Coordination		
Project Number:	405c-23-16		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$305,000.00		
Funding Source:	405c/M3DA	Funding Source Amount:	\$305,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$36,059.15

This project allocated funds to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate monitor, and audit traffic records program area grants and activities. This is an internal traffic records system support project to assist the HSO with the ability to support opportunities for HSO staff and other state/local agencies to assist in improving the linkage and automation of critical record systems, such as the crash records file. 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. Funding was provided for time spent on project grants, E-Citations and Traffic Records Improvement, Nebraska EMS Data Quality Assessment and Improvement, Nebraska Crash Outcome Data Evaluation System, E-CODE Data Quality Assessment and Improvement.

- Provided coordination and technical support and assistance to improve traffic records information and to ensure that a mechanism is available to provide information for special traffic record requests (both internal and external).
- Conducted desk and on-site monitoring for each assigned traffic records project.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.
- Emailed committee members to gather information for TRCC (Traffic Records Coordinating Committee) to revise and update the Traffic Safety Information System Strategic Plan.
- Attended the following conferences/meetings: E-Citation, Traffic Records Improvement, Nebraska Crime Commission, Nebraska E-CODE and EMS Data Quality Assessment and other meetings, training, etc. pertaining to traffic records.
- The Traffic Records Coordination Committee Meetings were held on the following dates:
 - October 21, 2021
 - January 20, 2022
 - April 21, 2022
 - July 21, 2022
- The Traffic Records Strategic Plan was updated June 10, 2022

DISTRACTED DRIVING PROGRAM AREA

Project Name:	Distracted Driving Public Information and Education		
Project Number:	402-23-13		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$125,000.00		
Funding Source:	402/DD	Funding Amount:	Source \$125,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$ 102,901.52

This project supported the HSO for the development/creation/production of distracted educational messaging to a target audience of drivers aged 14-50, individuals, and parents. The project supported print and electronic messaging, paid and earned media.

- Materials distributed through Teens in the Driver Seat, NSC, NSCN, and other Drive Smart partners.
- Two mini-grants were awarded for distracted driving publicity and education, one to the Panhandle Public Health District, who hosted a distracted driving speaker, Cara Filler, for high schoolers, and the other to Nebraska State Patrol, Community Service Education Program, who attended both the Nebraska Juvenile Justice Association conference as well as the Nebraska Trucking Rodeo to do outreach with attendees.
- Social Media posts generated for April/May and summer mobilizations and dispersed through communication channels.
- U Drive. U Text. U Pay. Campaign education and information dissemination
 - Radio and Digital: Alpha Media, Hometown Radio, The Ticket, Broadcast House, Flood Communications, iHeart Media, Lincoln Journal Star, Omaha World-Herald, Nebraska Broadcasters Association
 - Billboards: Lamar
 - Print: Mundo Latino

Project Name:	Employer Distracted Driving Education Campaign		
Project Number:	402-23-38		
Sub-Recipient:	National Safety Council, Nebraska		
Total Project Amount:	\$114,500.00		
Funding Source:	402/DD	Funding Amount:	Source \$114,500.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$98,413.12

A project-grant was awarded to the National Safety Council, Nebraska (NSCN) to carry out strategies and activities to decrease distracted driving/inattention and decrease the incidence of young drivers especially ages 20 and under, involved in fatal crashes.

- NSCN delivered distracted driving programming to 120 member companies of NSCN through safety committee meetings, health fairs, and company educational events. Forty presentations, events, fairs,

and conferences were performed reaching approximately 14,885 employers, employees and community members. Twenty-one direct presentations were given with an approximate reach of 1,095 people. Brochures, infographics, and posters were sent with participants with an estimated reach of 59,000 people.

- NSCN developed a 45-minute presentation to promote “Our Driving Concern” and safe driving campaign designed for area elementary, middle, and high schools. NSCN was able to present to at least 5 high schools in each of the target counties.
- NSCN participated in all Drive Smart Nebraska coalition meetings, Highway Safety Advocate meetings, as well as several area coalitions and groups, totaling 38 meetings. Additionally, NSCN participated in Healthy Kids Days, other community events, and health fairs, where over 4,500 were present to engage with NSCN displayed material promotion Our Driving Concern.
- NSCN attended approximately 16 fairs/events to spread awareness on Distracted Driving, Seat Belt Use and “Our Driving Concern”. Total direct reach for these events was over 13,465 people. With the average person sharing this information with four others, this campaign directly reached over 53,860 individuals.
- NSCN engaged social media platforms to reach high school students, faculty, and parents with over 25,000 impressions and 2,200 engagements across Facebook, Twitter, Instagram, and Linked-In for a total of over 1,362,872 impressions across all digital ads with an average CTR of .13%.
- NSCN created and carried out a media campaign of billboards, digital billboards, postcards, and infographics during the 100 Deadliest Days of Summer to promote Our Driving Concern, Distracted Driving, and Seatbelt Use with an impression count of 10.9 million from Memorial Day through Labor Day.
 - Traditional billboards – 7.45 million impressions
 - 72nd & I-80 Digital billboard – 2.2 million impressions
 - Epply Digital billboard - 1.1 million impressions
 - 2267 radio commercials and 2 radio interviews
 - The utilized radio stations have a weekly reach of over 121,000 individuals in the Omaha metro area.

Nearly 40,000 workers and students were directly impacted by the educational programs through presentations, community events and fair presentations. Over 20,000 brochures were distributed throughout the community and in several work-places and schools. Direct mailing was sent to 600-member companies including educational posters and brochures for employees as well as 200 area middle and high schools. Billboards reached over 2,000,000 and physical school billboards reached over 250,000. Social media reached over 200,000 people.

IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

Project Name:	Youth Public Information and Education		
Project Number:	402-23-19		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$100,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$100,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$51,257.27

This project provides funding for mini-grant contracts specific to youth (ages 20 and under) awareness and education as need is demonstrated. Provides education and awareness materials (posters, flyers, and informational cards) about occupant restraint use, injury prevention, graduated drivers licenses (GDL), and impaired and/or distracted driving.

Nebraska Department of Health and Human Services (DHHS), Injury Prevention received a mini-grant contract award to reduce injuries and injury related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign. A total of 11 high schools and 5 middle schools participated, with a potential reach of 9,525 students based on the total population of these schools. A representative from DHHS attended the 2023 Lifesavers Conference in Seattle, Washington. Drive Smart Nebraska Coalition, consists of 48 members (public and private partners), committed to using evidence-based strategies to reduce the incidence of motor-vehicle deaths and injuries among our youth (ages 20 and under). The DSN tool kits focused on occupant protection and distracted driving.

Project Name:	Youth Program Coordination		
Project Number:	402-23-21		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$1,645.89

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit youth traffic safety-related program area grants and activities. The coordination and assistance provide an essential element in a successful youth traffic safety awareness program. The HSO staff attended/participated in the following highway safety seminars, conferences, workshops, meetings, and trainings: Project Extra Mile Community Coalition meetings; Drive Smart Coalition meetings; SADD State Coordinator Meetings; Child Passenger Safety Network Training; Teens in the Driver Seat; Project Nite Life and Power of Parents Meetings. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini grants were processed for youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Includes project monitoring and site visits.

Project Name:	Traffic Safety Program Coordination		
Project Number:	402-23-23		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$175,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$175,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$160,048.04

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, equipment inventory, and audit general traffic safety-related program area grants and activities (excluding the areas of alcohol, occupant restraints, youth, and speed). The coordination and assistance provided an essential element to traffic safety awareness programs. The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska Advocates for Highway Safety Meetings; NDOT Interagency Safety Committee meetings; Nebraska Operation Lifesaver Board and Committee meetings; NHTSA/GHSA webinars and meetings; and NHTSA Region 7 conference calls. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants related to traffic safety-related requests by law enforcement agencies, organizations, and schools were processed. Includes project monitoring and on-site visits.

Project Name:	Traffic Safety Public Information and Education		
Project Number:	402-23-24		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$250,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$250,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	85%
Is this project a part of the TSEP? No		Amount Expended:	\$181,107.87

This project was able to support mini grants to organizations to carry out education and information through billboards, social media, and community events in efforts to reduce injuries and raise awareness around pedestrian safety, bicycle safety, distracted driving, impaired driving, and seat belts.

- A mini-grant was awarded to Four Corners Local Health Department (serving Seward, Polk, Butler and York) to support education and awareness focusing on distracted driving, impaired driving, drowsy driving, buzzed driving and seat belt use.
 - Buzzed and Impaired Driving billboards were on display.

- Nebraska State Patrol was awarded three mini grants for traffic safety marketing and community service education to staff events and school programs. They completed demonstrations and presented information about traffic safety issues including distracted driving, safe teen driving, impaired driving, occupant protection, and sober driving.



- Radio advertisements emphasizing safe holiday travel were aired with Alpha Media, Eagle Communications, NRG Media, and Flood Communications.
 - Partnered with several media outlets to build road safety awareness campaigns during the 100 Deadliest Days of Summer.
- NDOT Communications Division was given a mini grant for the 511 marketing campaign to help travelers make informed decisions about travel, especially during winter weather. The campaign utilized geotargeting and promoting in specific zip codes during winter weather events across Twitter and other applications, as well as live and streaming radio advertising with KROR and KSYZ.
- HSO provided sponsorship to Let’s Ride Lincoln, a community engagement event for motorcycle riders of all ages and skill levels.
- Print and Digital Media: Advertisements were taken out in the Nebraska Sheriff’s Association magazine for spring safety advertisements, and the Omaha World-Herald conducted a digital media campaign revolving around pedestrian safety with targeted advertisements, connected tv advertisements, and streaming audio advertisements.
- Partnering with the Nebraska Safety Council to present a free B.R.A.K.E.S. event for teen drivers and their parents, featuring both in-classroom and driving exercises to promote road safety.
 - Teens that complete the B.R.A.K.E.S. course are 64% less likely to be involved in a crash within their first three years after participating in the program.

Project Name:	Drowsy Driving Public Information & Education		
Project Number:	402-23-29		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	402/IS	Funding Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	40%
Is this project a part of the TSEP? No		Amount Expended:	\$8,350.00

The objective of this project is to increase education and awareness, in 24 priority counties around drowsy driving motor vehicle crashes and related harms. HSO will work with community colleges, local health districts and the public to prevent drowsy driving and associated risks.

The project provided funding for the development/creation/production/implementation of drowsy driving messaging to target audience 14-50 year-olds. This includes print and electronic messaging, paid and earned media. Billboards were placed with Lamar in Lincoln, Hastings, Fremont, Omaha, Columbus, Lexington, Kearney, Norfolk, North Platte, and Grand Island



Project Name:	Panhandle Traffic Safety		
Project Number:	402-23-43		
Sub-Recipient:	Panhandle Public Health District (PPHD)		
Total Project Amount:	\$88,200.00		
Funding Source:	402/IS	Funding Amount:	\$88,200.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	100%
Is this project a part of the TSEP? No		Amount Expended:	\$76,070.52

- The objective of this project is to increase education and awareness about agricultural traffic incidents, distracted driving, drowsy driving, and seatbelt use in the Nebraska Panhandle area.
- PPHD has five active community coalitions.
- PPHD hosted Cara Filler for three days of presentations.
 - September 19th, 680 students in attendance
 - September 20th, 850 students in attendance
 - September 21st, 70 individuals in attendance at PPHD’s Fall Safety and Wellness Conference
- PPDH completed an annual worksite survey, with results showing that 74% of participating employers have policies that require employees to wear seatbelts while operating a motor vehicle on company business and 71% have policies that require employees to refrain from using cellular phones while operating a motor vehicle while on company business.
- Multiple communication campaigns were aired on radio, billboards, social media, and newspapers with nearly 180,000 impressions per month.
 - 16 newspapers throughout the Panhandle region
 - Approximately 30,000 monthly impressions
 - 3 radio stations in the Panhandle region
 - Approximately 50,000 monthly impressions
 - 4 billboards via Lamar through the Panhandle region
 - Approximately 100,000 monthly impressions

Project Name:	Older Driver Public Information & Education		
Project Number:	402-23-44		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$40,000.00		
Funding Source:	402/IS	Funding Source Amount:	\$40,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	40%
Is this project a part of the TSEP? No		Amount Expended:	\$753.72

The objective of this project is to provide funds for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media). The focus was on older driver population driving, to raise education, awareness and formulate solutions to older driver problems. HSO will look for opportunities to partner with Nebraska Department of Motor Vehicles, AARP, AAA, National Safety Council, CarFit and other organizations to help teach order driver populations the proper use of all current vehicle safety features and driving safety.

A mini-grant was awarded to Four Corners Health Department to present the education and information at events and health fairs.

- August 3-6, 2023, York County Fair, York NE presentation and booth. Topics Older Drivers Mobility Plan and 5 things you should know about Buckling up and related traffic safety materials.
- August 10-13, 2023, Seward County Fair, Seward NE presentation and booth. Topics Older Drivers Mobility Plan and 5 things you should know about Buckling up and related traffic safety materials.
- September 2023, provided older driver safety information at Annie Jeffery Health Fair Osceola NE.
- September 2023, Blue Valley Wellness Fair York NE
- September 2023, Memorial Health Care Systems Seward NE
- Four Corners Health Department added page to their website for older drivers featuring My Mobility Plans and other traffic safety information for the older driver demographic.

SPEED CONTROL PROGRAM AREA

Project Name:	Speed Program Coordination		
Project Number:	402-23-32		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$15,000.00		
Funding Source:	402/SC	Funding Source Amount:	\$15,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$15,301.53

This project allocated funding to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance,

delivery and return of the HSO’s Speed Monitoring Trailer loaner units. The HSO speed trailers were provided to eleven times to eight (8) agencies, five (63%) within the target counties, and three (37%) in non-target counties. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring and site visits.

Project Name:	Speed Public Information and Education		
Project Number:	402-23-35		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$110,000.00		
Funding Source:	402/SC	Funding Amount:	\$110,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	25%
Is this project a part of the TSEP?	No	Amount Expended:	\$86,956.68

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. The HSO speed trailers were provided to eleven times to eight (8) agencies, five (63%) within the target counties.

- FY23 Speed Campaign statewide ran from July 1, 2023, through July 31, 2023, via radio media on Alpha Media, Broadcast House Media, Flood Communications, Hometown Family Radio, NRG Media, Lamar Billboards and Lincoln Journal Star Newspaper.
- 20 radio stations ran over 2,644 radio spots statewide during the month of July 2023, generating 1,329,932 impressions with 552,596 impressions reaching the 18-64 male populations.
- Speed Safety Billboard locations Omaha 120th & 50th Center Streets, 133,464 impressions, Columbus NE 66,973 impressions, Kearney NE 65,847, Lexington NE 42,646 impressions, Hastings NE 28,850, Fremont 56,054, Lincoln NE 30th & Cornhusker 167,645, Hwy 2 & Van 73,958, 53rd & Hwy 2 108,38 impressions, 84th & Fletcher 16,423 impressions, 755 West O 80,132 impressions, Grand Island NE 93,719 impressions, Scottsbluff NE 38,753 impressions, Chadron NE 14,978 impressions, Kimball NE 5,390 impressions

The HSO shared social media during the speed enforcement campaign with all law enforcement agencies as well and the Drive Smart Nebraska Coalition.



SPEED ENFORCEMENT PROGRAM AREA

Project Name:	Speed Selective Overtime Enforcement		
Project Number:	402-23-33		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$276,708.00		
Funding Source:	402/SE	Funding Amount:	Source \$276,708.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	89%
Is this project a part of the TSEP? Yes		Amount Expended:	\$182,538.55

This project provided funding to the HSO to award mini grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference to the priority counties. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing speed-related fatal, A and B injury crashes.

The HSO provided a total of 10 mini grant awards to 3 Nebraska Law Enforcement Agencies and the Nebraska State Patrol to carry out Speeding Prevention Enforcements. Two of the mini grants were for the Speeding Prevention Enforcement conducted July – August 2023. Five mini grants were for enforcements in specific locations and areas.

There were 1,139 total overtime hours worked resulting in 2,661 citations. Of these citations, 1,432 citations were issued for speeding, 59 citations were issued for seatbelt violations, and 33 drivers were arrested for driving while intoxicated.

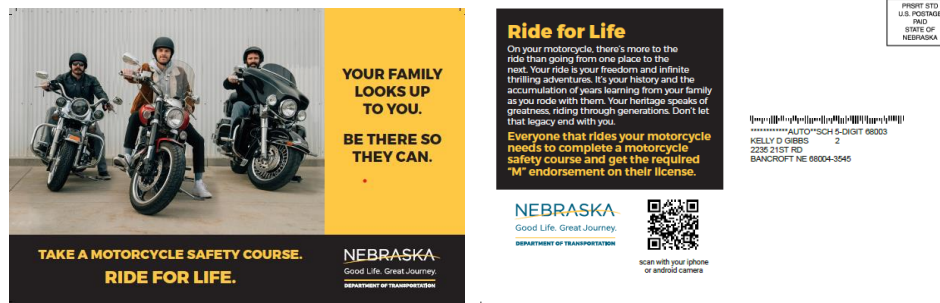
- During the project period, 46 mini-grant contracts were awarded providing 71 radar units as follows: Police Departments – 19 contracts; and Sheriff’s Offices – 27 contracts. One agency cancelled their award. Two contracts were moved to fiscal year 2024. Twenty-two (22) mini grants were awarded to priority counties. Priority counties have asterisk by name.
- The 46 radar units that were awarded in FY23 resulted in a total of 809 speeding citations and 1,425 speeding warnings.

SECTION 405f – MOTORCYCLIST SAFETY GRANT

Project Name:	Motorcycle Public Information and Education		
Project Number:	405f-23-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$52,000.00		
Funding Source:	405f/M11MA	Funding Amount:	Source \$52,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$55,222.63

Motorcycles are less stable and less visible than cars and often have high performance capabilities. For these and other reasons, motorcycles are more likely than cars to be involved in crashes. Motorcycle riders lack the protection of an enclosed vehicle, so they are more likely to be injured or killed in a motorcycle crash.

- January 2023, the Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) contracted with ALLOver Media for fiscal year 2023 Motorcycle Safety Truckside Campaign (\$25,500.00) for 2023 spring motorcycle awareness campaign.
- February 2023, NDOT-HSO created motorcycle campaign post card with message “Take a Motorcycle Safety Course Ride For Life” (\$ 39,450.00)
- April 2023, one hundred post cards were sent to each Nebraska DMV approved motorcycle rider schools. The Nebraska DMV sent post cards to list of registered motorcycle owners.



- April 2023 “Motorcycle Safety Truckside Campaign” was completed and installed on trucks.



- The Ride for Life motorcycle Awareness campaign started April 1, 2023, through June 31, 2023. Eleven (11) trucks traveled statewide with focus in Omaha, Lincoln, Grand Island, Kearney, North Platte, and Scottsbluff cities and Cass, Douglas, Lancaster, Sarpy, Lincoln, Buffalo, and Scotts Bluff counties. 10,555,298 impressions total.
- June 2023, Project Manager, sent Lets’ Rider Lincoln Moto Skills Challenge flyer (Lincoln August 19, 2023) to stakeholders and law enforcements agencies with motorcycle traffic units.
- August 2023, NDOT-HSO Project Manager participated in the Let’s Rider Lincoln Motor Skills Challenge Event with booth with traffic safety materials and information on new helmet law. The event was hosted by Abate and Frontier Harley Davison Lincoln, NE. About 250 individuals attended the event. The HSO had over 30 people stop by the booth to ask question or get information on traffic safety.

Project Name:	Motorcycle Training Assistance		
Project Number:	405f-23-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$25,000.00		
Funding Source:	405f/M11MT	Funding Amount:	\$25,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$23,009.28

This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) to implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors.

- The Department of Motor Vehicles (DMV) was awarded a mini-grant in fiscal year 2023 (\$26,985.00) . The funding covered the Motorcycle Instructor Update, New Motorcycle Instructor Training, Quality Assurance Visits, Professional Development, Mentoring and Standardization and Motorcycle Safety Administrators (SMSA) Certification.
- Two motorcycle instructor update classes were held during the grant year.

1906 RACIAL PROFILING COLLECTION GRANT

Project Name:	Improving Data Collection Methods and Reporting		
Project Number:	1906-23-01		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$1,329,362.00		
Funding Source:	1906/F1906CMD	Funding Amount:	\$1,329,362.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$116,676.41

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial profiling data related to Nebraska traffic stops. Local entities are able to apply for mini grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time.

During the project period, 16 contracts were awarded to local law enforcement agencies through the mini-grant contract process that provided funding for 66 units of equipment to report citations and vehicle crashes electronically.

The objective for a statewide increase in the percent of agencies submitting electronically was to move from 52.54% to 95%. Ninety-three percent of crash reports are submitted electronically. Agency participation is now at 72% (150 of 208).

Project Name:	Review and Analysis of Collected Data		
Project Number:	1906-23-02		
Sub-Recipient:	Nebraska Department of Transportation Highway Safety Office		
Total Project Amount:	\$60,000.00		
Funding Source:	1906/F1906ER	Funding Amount:	\$60,000.00
Match Amount:	\$0.0	Indirect Cost:	N/A
Maintenance of Effort:	N/A	Local Benefit:	0%
Is this project a part of the TSEP? No		Amount Expended:	\$0.0

This project was to provide funding support for the Nebraska Crime Commission to enhance their ability to analyze the annually collected traffic stop racial profiling data and to improve the annual reporting on the agency website. In addition, local agencies could apply for mini grants to assist them in generating local analysis reports for their own use.

This project did not incur any expenditures, but the required reporting was completed as required for the 1906 funding. Although no mini-grants were submitted for FY2023, there is a longstanding interest in trying to understand racial disparity in traffic stop reporting. The State of Nebraska requires that our law enforcement agencies send in summary data to the Crime Commission to tabulate. The method of collecting data is in summary form which limit options in reporting, although recently the Crime Commission began appending previous years instead of looking at the data for previous and current years. NCC also integrated a disparity index for the reader to visually see the disparity.

For FY2024 the Crime Commission plans to utilize the nationally identified SAC (Statistical Analysis Center) and will apply for a mini-grant to complete the analysis inhouse. The HSO has also requested bids from additional research companies to provide further analysis of the data.

OTHER FUNDING

N/A for 2023



Nebraska Department of Transportation - Highway Safety Office
<http://dot.nebraska.gov/safety/hso/>