

**NEBRAKSA'S
PERFORMANCE-BASED
FY2024 ANNUAL GRANT
APPLICATION**

October 1, 2023 to September 30, 2024

**BUCKLE
UP
DRIVE
SOBER**



**Nebraska Department of Transportation
Highway Safety Office
P.O. Box 94612, Lincoln NE 68509
<http://dot.nebraska.gov/safety/hso/>**

STATE OF NEBRASKA

**“Performance-Based”
Annual Grant Application**

October 1, 2024 – September 30, 2024

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State of Nebraska

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Appendix A Certifications and Assurances for FY2024

Appendix B to part 1300 - Application Requirements for Section 405 and Section 1906 Grants

Attachment A: Traffic Records System Plan 2022-2026

Attachment B: 1906 Racial Profiling Information

Attachment C: Impaired Driving Task Force Plan FY2024

Attachment D: Distracted Driving Questions

Grant Application for 402 Funds plus the following Incentive Grants:

405(b) Occupant Protection	Yes - Low Use Rate
405(c) State Date Systems Improvement	Yes
405(d) Impaired Driving	Yes - Mid-Range
405(d) Ignition Interlock	No
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	No
405(f) Motorcyclist Safety	Yes
405(g) Nonmotorized	No
405(h) Preventing Roadside Deaths	No
405(i) Driver and Officer Safety	No
1906 Racial Profiling Data Collection	Yes

Nebraska Priority Counties

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

For the purpose of this FY2024 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2024									
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
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2020 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* 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									
**U.S. Census Bureau Population as of July 1, 2020.					Revised 2-3-2023				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2020 data is the most current data for the FY2024 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Program Areas

Program Area: Communications (Media)

Paid Media

In FY2024, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34-year-old males: 1) television; 2) radio; 3) movie screens; 4) retail point-of-sale; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (Current local campaign); 2) Impaired Driving (Current local campaign); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (Current local campaign); 5) Motorcycle Safety (Current local campaign); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national occupant protection and impaired driving High Visibility Enforcement Mobilizations such as Click It or Ticket and Drive Sober or Get Pulled Over. These High Visibility Enforcements are held throughout the year beginning with the Thanksgiving Holiday through the New Year, then the Spring Season and Fall Season after Independence Day. Other Enforcements such as Special Underage Drinking campaigns are conducted around the prom and graduation season.
- Media placement will include reaching the underserved markets of teens with the social/digital messages for all dangerous driving habits. Point-of-sale and sports marketing are used to reach the unbuckled and more active drivers. Placement of radio, print and billboards will include the rural areas of the state as well as the more populated metro markets.

Public Information and Education Materials

In FY2024, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form are available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

The HSO offers to create and print materials for our traffic safety program partners to assist us in our Public Information and Education efforts. The availability of these materials will be discussed in all engagement meetings addressing specific needs to ensure the needs of all road users are addressed.

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

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations. The HSO has purchased a Seat Belt Persuader (demonstration tool with seat belts to slowly rotate the rider 360 degrees to show the value of always wearing seat belts) that will be used at community engagement events across the State.

Earned Media

In FY2024, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high-profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

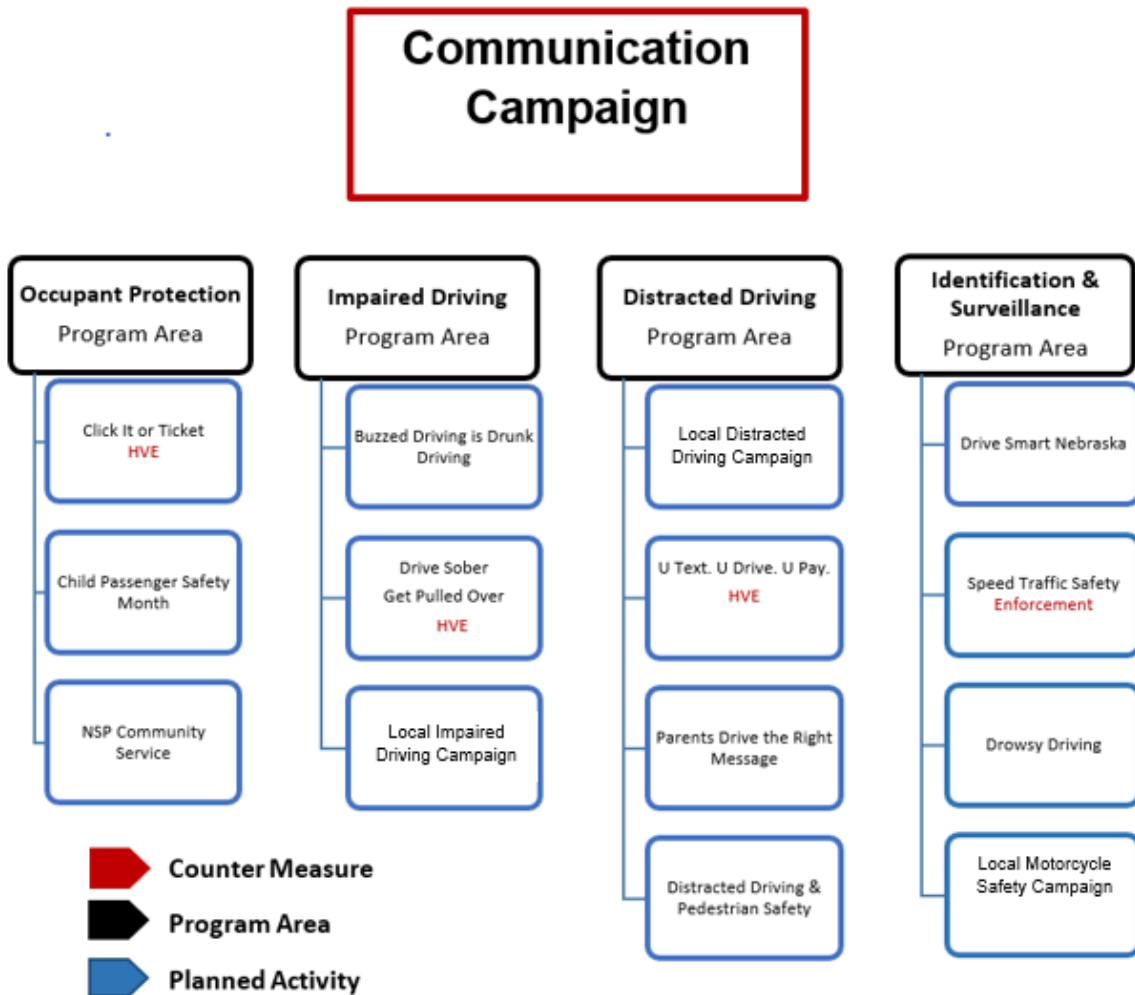
The HSO (along with Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

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

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The HSO continues to purchase increased social media marketing from multiple vendors within specific projects. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2024.



Sustain Statewide Enforcement Operations

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations. Priority is given to the FY2024 24 Priority Counties (see page 7) with the highest number of fatal and serious injury crashes following Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

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

Planned Activities

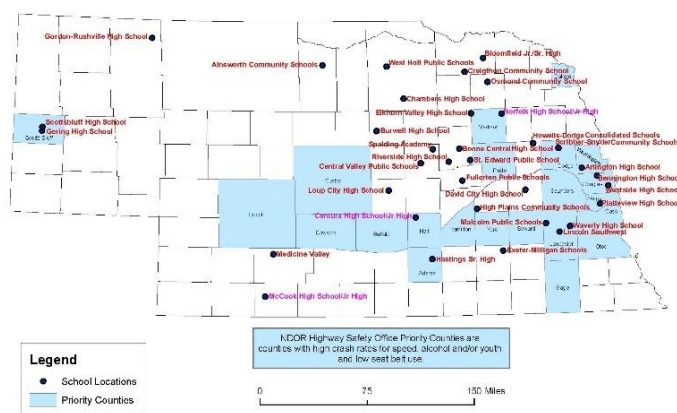
Planned Activity: Youth Public Information & Education

Planned activity number: IS-2024-19-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic messaging, and multimedia campaigns (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver's Seat, parent/teen driver agreements, SADD Chapters, MADD's Power of Parents and community outreach with high schools in priority counties) (see page 7), the purchase of educational related equipment. HSO will support the Teens in the Driver Seat Program through a mini grant process (33 high schools and middle schools across the state).

Nebraska School Locations of Teens in the Driver Seat



Updated 1/2020

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Identification and Surveillance (BIL)	\$100,000.00	\$25,000.00	\$0

Planned Activity: Traffic Safety Public Information & Education

Planned activity number: IS-2024-24-00-00

Planned Activity Description

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety.

HSO will utilize an experienced traffic safety firm to conduct a scientific and statistically valid statewide public assessment of Nebraska drivers’ attitudes and behaviors.

Work with community non-profits to reach a diverse audience (Hispanic, Asian and Arabic) to extend the reach of NHTSA’s campaign calendar and resources offered on Traffic Safety Marketing and Drive Smart Nebraska.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Identification and Surveillance (BIL)	\$250,000.00	\$62,500.00	\$212,500.00

Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2024-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405f Motorcycle Programs	405f Motorcyclist Awareness (BIL)	\$52,000.00	\$13,000.00	\$0.00

Planned Activity: Impaired Driving Public Information & Education

Planned activity number: AL-2024-10-00-00 and M5IS-2024-06-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$100,000.00	\$25,000.00	\$75,000.00
BIL ACT NHTSA 405D	Impaired Driving	\$1,690,006.00	\$422,501.50	\$0

Planned Activity: Occupant Protection Public Information and Education

Planned activity number: OP-2024-04-00-00 and M2PE-2024-10-00-00

Planned Activity Description

This project provides HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities, in efforts to increase occupant restraint usage statewide. This project facilitates ongoing public information and education activities, supporting local and national campaigns through paid, earned and social media outreach. Funding also provides for additional support for activities of HSO.

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organizations that support occupant protection at the community level, including those that can reach a diverse audience in our Priority Counties (see page 7). Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities accounting for 75% (81). The urban traffic crashes accounted for 25% (27) of the unbelted vehicle occupant fatalities. The HSO communication campaign will support CPS Month in September and Seat Check Saturday, September 2024.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Occupant Protection (BIL)	\$700,000.00	\$175,000.00	\$215,000.00
BIL ACT 405b OP Low	405b Low Public Education (BIL)	\$195,000.00	\$48,750.00	\$0.00

Planned Activity: Distracted Driving Public Information & Education

Planned activity number: DD-2024-13-00-00

Planned Activity Description

This project provides funds to the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (using paid media and social media formats), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, focusing on youth 15 to 24 years of age in the 24 priority counties (see page 7). This project will provide funds to the HSO to support National Teen Driver Safety Month in October and Distracted Driving Awareness Month in April.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Distracted Driving (BIL)	\$125,000.00	\$31,250.00	\$0

Planned Activity: Drowsy Driving Public Information & Education

Planned activity number: IS-2024-29-00-00

Planned Activity Description

This project provides funds to the HSO for the development/creation/production of educational messaging. The HSO will support National Drowsy Driving Awareness Month in November and social media messaging around Daylight Savings Time final change. This project includes print and electronic messaging, multimedia campaigns (including paid media, earned media and social media), and local agency/organization mini-grant agreements to increase education among the public, ages 16-39, regarding the increasing harms related to fatigued/drowsy driving.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Identification and Surveillance (BIL)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Speed Public Information & Education

Planned activity number: SC-2024-35-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education related equipment purchases. HSO will focus on the 24 priority counties see page 7) and males 18-34.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Speed (BIL)	Control	\$110,000.00	\$27,500.00	\$27,500.00

Planned Activity: Panhandle Traffic Safety

Planned activity number: IS-2024-43-00-00

Planned Activity Description

Panhandle Public Health District will coordinate and build capacity to implement evidence-based safety measures towards occupant protection, speed, distracted and impaired driving. This will include multi-pronged approaches at each socio-ecological model level through policy, community, organizational, interpersonal, and individual strategies.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Identification and Surveillance (BIL)		\$88,200.00	\$22,050.00	\$88,200.00

Planned Activity: Older Driver Public Information & Education

Planned activity number: IS-2024-44-00-00

Planned Activity Description

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to older driver safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding older driver safety, behavior and medical fitness.

HSO will develop resources, analyze data, prioritize problems and educate drivers, law enforcement and medical providers to reduce the risk to older drivers as an overrepresented population in traffic fatality rates.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Identification and Surveillance (BIL)	\$40,000.00	\$10,000.00	\$16,000.00

Program Area: Planning and Administration

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

Planned Activity: Planning and Administration

Planned activity number: PA-2024-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Planning and Administration (BIL)	\$200,000.00	\$200,000.00	\$0.00

Planned Activity: Traffic Safety Program Coordination

Planned activity number: IS-2024-23-00-00

Planned Activity Description

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

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

Planned Activity: Occupant Protection Program Coordination

Planned activity number: OP-2024-03-00-00

Planned Activity Description

The HSO Federal Aid Administrator II, serves as the State’s Occupant Protection Coordinator. The HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2024 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use. This project provides the HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national campaigns, and providing additional support to the activities of the HSO. This project provides funding for HSO associated Federal Aid Administrators’ staff basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Occupant Protection (BIL)	\$80,000.00	\$20,000.00	\$0.00

Planned Activity: Speed Program Coordination

Planned activity number: SC-2024-32-00-00

Planned Activity Description

Grant funding for the HSO for basic Federal Aid Administrator's staff costs; to include personal services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Speed Control (BIL)		\$10,000.00	\$2,500.00	\$0.00

Planned Activity: Youth Program Coordination

Planned activity number: IS-2024-21-00-00

Planned Activity Description

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

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

Planned Activity: Impaired Driving Program Coordination

Planned activity number: AL-2024-09-00-00

Planned Activity Description

This grant provides funds to the HSO for the Federal Aid Administrator II staff time, including personal services, travel expenses, and office expenses to coordinate, monitor, and audit impaired driving program grant activity.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)		\$100,000.00	\$25,000.00	\$0.00

Program Area: Impaired Driving (Drug and Alcohol)

This funding will assist in reducing impaired driving traffic fatalities involving alcohol and other drugs. Funding aids in providing equipment, training, and overtime enforcement that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funds are provided to community-based programs that impact impaired driving. While there are nine program tasks, an expected total of more than 110 individual projects will result from the mini-grant contract awards.

405(d) Impaired driving countermeasures grant

Impaired driving qualification:Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force.

Planned Activity: NE Collegiate Prevention Alliance to Reduce High-Risk Drinking and Drug Impairment

Planned activity number: M50T-2024-12-00-00

Planned Activity Description

Funding will be provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA) to Reduce High Risk Drinking, marijuana use, prescription drug misuse, illicit drug use and polysubstance use; reducing impaired driving among college students as part of the overrepresented youth population for traffic crashes. This will provide technical assistance to develop institutionally specific strategic plans. Campus/community initiatives to reduce high-risk drinking and drug impairment with supporting brief intervention programs are working. Liaison with national meetings and organizations, providing skill-building opportunities, maintaining an effective educational website and list serve, providing technical assistance on the analysis of existing databases, and the development of new annual surveys will all be available. This project has developed the College Behavioral Profile (CBP) and Year One College Behavioral Profile (Y1CBP) a web-based interactive brief intervention program that provides students with immediate personalized and localized feedback about their drinking practices and drug use compared to those of their college peers. The NECPA will sustain program initiatives directed at soliciting parental involvement and support to reduce high-risk drinking and drug use through The Power of Parenting website targeting the parents of entering 18-20-year-old students, at higher-learning institutions. The NECPA also continues to expand the Year One College Alcohol Profile (Y1CAP) a web-based brief prevention program designed to correct the misperceptions about alcohol use among incoming first year students. It is also the only program with a customized brief intervention available to all participating colleges (currently 26 member institutions).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$192,500.00	\$48,125.00	\$0.00

Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned activity number: AL-2024-08-00-00

Planned Activity Description

Douglas County represented approximately 30 percent of all fatal, A and B injury crashes in 2020. Alcohol continues to play a significant factor in driving offenses in Douglas County in 2020 with 28 percent of the State’s alcohol-related injury crashes. The HSO provides funding to the Douglas County Attorney’s Office to carry out activities of the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The Felony Motor Vehicle Prosecution Unit (FMVPU) has a target to increase the felony DUI conviction rate by two percentage points from 69% (2021-2022 to 71% by September 30, 2024. The FMVPU also provides ongoing training to law enforcement and meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$175,000.00	\$43,750.00	\$175,000.00

Planned Activity: Impaired Driving Selective Overtime Enforcement

Planned activity number: AL-2024-12-00-00 and 405D-23-05

Planned Activity Description

Funding is for the state and local law enforcement agencies through the mini-grant agreement process for selective Impaired Driving overtime enforcement, which includes but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving crackdowns. Law enforcement agencies shall identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preferred status for the priority counties (see page 7) is always considered. Participating agencies receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems, supplies, and replacement materials, may be provided and/or supported to maintain the State’s existing breath testing infrastructure.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$145,000.00	\$36,250.00	\$145,000.00
BIL ACT NHTSA 405D	Impaired Driving	\$450,000.00	\$112,500.00	\$0

Planned Activity: Court Monitoring Evaluation and Education Project

Planned activity number: AL-2024-17-00-00

Planned Activity Description

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 10 priority counties (Box Butte, Buffalo, Dodge, Douglas, Hall, Lancaster, Platte, Saline, Sarpy and Scottsbluff) identified by the HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will present a youth leadership at the local level and address underage drinking prevention programs in the target counties. Community information gathered through the court-monitoring program is used to advocate for change and raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutors, county commissioners, city council members, and community coalitions), law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education, victim service and outreach.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$200,000.00	\$50,000.00	\$200,000.00

Planned Activity: Excessive Drinking Prevention Project – Project Extra Mile

Planned activity number: AL-2024-18-00-00

Planned Activity Description

The objective of this project is to prevent and reduce alcohol-related harms through environmental prevention evidence-based strategies, ultimately addressing community policies, practices and norms. Project Extra Mile (PEM) provides information on the problems associated with excessive drinking and evidence-based strategies for preventing these harms by using the support of a strong, equitable and active community coalition group that provide meaningful engagement. PEM continues to monitor the administrative and regulatory process around the liquor licensing provisions of Nebraska Liquor Control Act to ensure and protect the public health and safety of communities and families equitably for all Nebraskans.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$180,000.00	\$45,000.00	\$180,000.00

Planned Activity: Enforcing Underage Drinking Laws

Planned activity number: AL-2024-22-00-00

Planned Activity Description

This grant provides funding to the HSO to use the mini-grant contract agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders. These may also coincide with state and national impaired driving high visibility enforcement mobilizations. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 24 target counties (see page 8); however, all counties may be provided funding as deemed appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$40,000.00	\$10,000.00	\$30,000.00

Planned Activity: Traffic Training

Planned activity number: AL-2024-25-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$165,000.00	\$41,250.00	\$123,750.00

Planned Activity: Prosecutorial Response to DUI Crime

Planned activity number: AL-2024-39-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$139,500.00	\$34,875.00	\$0.00

Planned Activity: Project Night Life Expansion

Planned activity number: AL-2024-40-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$95,000.00	\$23,750.00	\$95,000.00

Planned Activity: Judicial Prosecution Training

Planned activity number: AL-2024-41-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Alcohol (BIL)	\$20,000.00	\$5,000.00	\$15,000.00

Planned Activity: DRE/ARIDE Training and Recertification

Planned activity number: FDMATR-2024-04-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 405D	Impaired Driving	\$150,000.00	\$37,500.00	\$0.00

Planned Activity: NE State Patrol Toxicology Services

Planned activity number: M5OT-2024-11-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 405D	Impaired Driving	\$94,344.00	\$23,586.00	\$0.00

Planned Activity: Special Enforcement Mini-Grants

Planned activity number: M5X-2024-07-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 405D	Impaired Driving	\$20,000.00	\$5,000.00	\$0.00

Program Area: Young Drivers

This program area will include countermeasure strategies to decrease the number of crashes involving a driver 20 years old or younger.

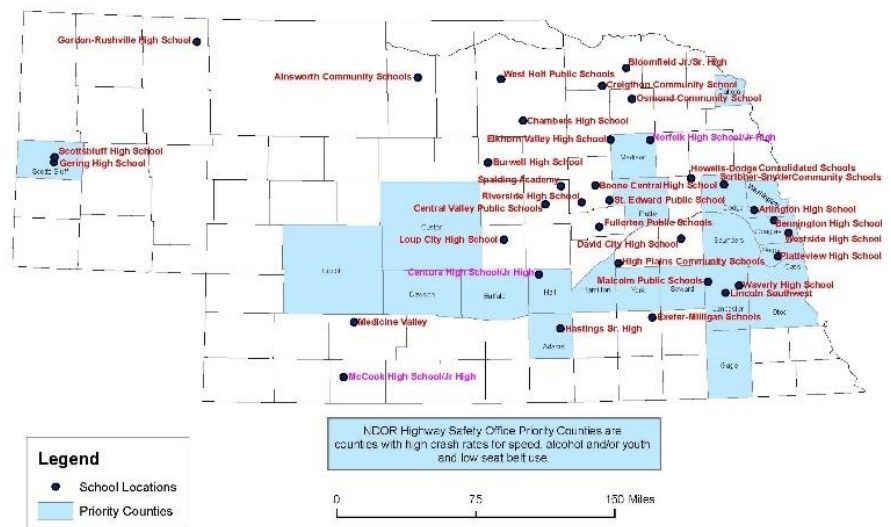
There were 112,058 licensed young drivers (between the ages of 16 and 20) in Nebraska in 2020. These drivers account for approximately 7.6 percent of the total licensed drivers in the state. However, this age group remains over-represented, 10.3% of fatal, A and B crashes and 8.4% of alcohol-related fatal, A and B crashes.

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public, statewide coalition support and dedicated government officials willing to address young driver issues. Resources and support will be provided to local officials, businesses, high school faculty and staff, law enforcement, Teens in the Driver Seat, SADD, FCCLA and the Drive Smart Coalition members. The project focus is on Graduated Drivers Licensing (GDL), Distracted Driving, Seat Belts, Nighttime Driving, and Alcohol (Zero Tolerance).

Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, nighttime driving) for this age group. Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 33 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use. (See page 11 for funding information)

Nebraska School Locations of Teens in the Driver Seat



Updated 1/2020

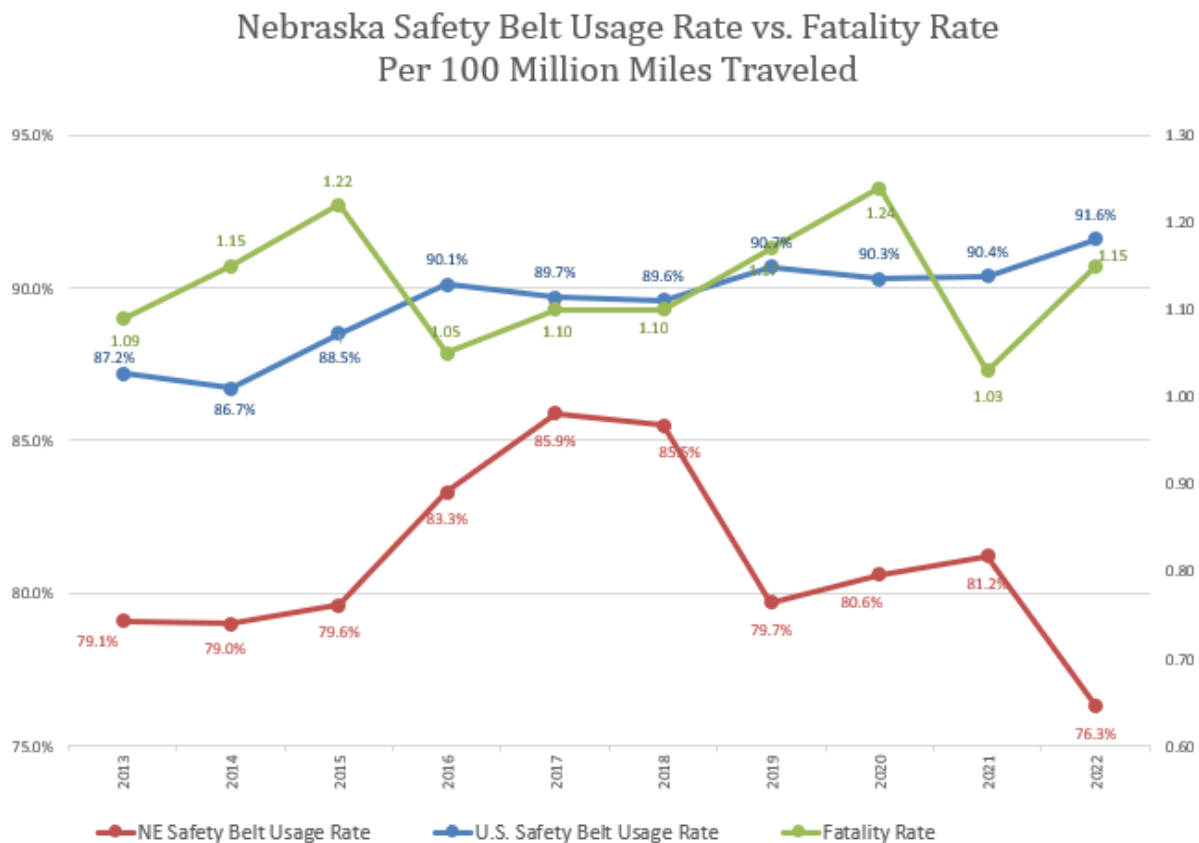
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Nebraska Occupant Protection Plan

How Significant is the Problem?

On Nebraska roadways, there were 571 unbelted vehicle occupant fatalities during 2017-2021, which is an average of 114 fatalities per year. This accounts for 49% of all traffic fatalities during the five-year period and approximately 68% of all vehicle occupant fatalities.

During 2017-2022, reported seat belt usage in Nebraska had a range of 85.9% in 2017, 85.5% in 2018, 79.7% in 2019, 80.6% in 2020, 81.2% in 2021 and 76.3% in 2022.



In 2021, the annual seat belt observation of children observed 71.3% (urban counties) were in child safety seat/booster seats and 75.3% (rural) were in child safety seat/booster seats. Of those observed in safety seat/ booster seats, 88.8% were in the rear seat of the vehicles and 11% were in the front seat. Of the small number of children not in safety seat/booster seats, 56.2% were in front seats.

Countermeasure Strategy

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

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

Conditions and Factors:

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities at 75% (481) compared to urban traffic crashes at 25% (27) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 54 occupant fatalities reported in 2020 and 94% (51) were unbelted vehicle occupant fatalities.

There were 135 nighttime fatality crashes (6 PM – 6 AM) and 77 (57%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020 data source.

86% of nighttime fatalities are unrestrained while 72% of daytime fatalities are unrestrained.

Location: Nighttime Injuries (A)

Age Group	Injured	Used	Not Used
<15	9	0	5
15-19	62	21	41
20-24	53	14	39
25-34	83	24	59
35-44	49	26	23
45-54	39	19	20
55-64	23	14	9
65-74	6	6	0
>75	5	4	1
Total	329	128	197 (59.9%)

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Nighttime Fatal

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	10	2	8
20-24	8	2	6
25-34	17	1	16
35-44	12	2	10
45-54	7	1	6
55-64	10	1	9
65-74	6	0	6
>75	1	1	0
Total	71	10	61 (86%)

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Rural Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	8	2	6
20-24	3	0	3
25-34	11	1	10
35-44	9	1	8
45-54	4	1	3
55-64	5	0	5
65-74	4	0	4
>75	1	1	0
Total	45	14	39 (87%)

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Location: Urban Nighttime Fatalities (6 PM – 6 AM)

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	2	0	2
20-24	5	2	3
25-34	6	0	6
35-44	3	1	2
45-54	3	0	3
55-64	5	1	4
65-74	2	0	2
>75	0	0	0
Total	26	4	22 (85%)

**Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020*

Child Passenger Safety Program

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

The Nebraska Department of Transportation Highway Safety Office (HSO) will carry out four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 60 new CPSTs. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out private trainings (hospitals, local health departments) for approximately 60 new CPS-Technicians. The State will hold one annual Update for all current CPSTs and instructors to attend and receive continuing education units to maintain certification.

The State will support approximately 18 inspection stations across the state. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat check. All inspection stations will receive information, social media, and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday. Additionally, social media and infographic fliers will be provided to technicians, organizations and the public about Heatstroke prevention.

The HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to underserved residents in the 24 Priority Counties (see page 7).

Urban Population

HSO will support 36 inspection station events, in metro areas, and reach approximately 900 parents/caregivers and/or guardians.

HSO and Safe Kids Nebraska will support another 20 community check events that will reach approximately 800 parents/caregivers and/or guardians to provide equity in serving the Nebraska population.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2024 and continued education and outreach regarding the child safety seat law that became effective January 2019.

Rural Population

HSO will support 276 inspection station events, in our rural counties, and reach approximately 1,000 parents/caregivers and/or guardians.

HSO and Safe Kids Nebraska will support another 36 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2024 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,000,000 Nebraskans (earned, paid and social media avenues). The Drive Smart Nebraska web site has a dedicated CPS page for education and outreach.

At-Risk Population (Rural and Nighttime)

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities accounting for 75% (81). The urban traffic crashes accounted for 25% (27) of the unbelted vehicle occupant fatalities.

45% of urban and 45% of rural nighttime fatalities were unbelted. HSO will serve the “rural at-risk” population through 276 inspection station events (87% rural) and 36 check events (50% rural).

Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program (Inspection Stations and Checkup Events)

- Child Passenger Safety Update for CPSTs (June 2024)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat

Nebraska Planned Participation in the Click It or Ticket National Mobilization

- Nebraska will participate in the CIOT national mobilization in FY2024. The HSO generally awards between 45 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 5,0000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report activity after they participate in the enforcement effort without funding assistance.
- In addition to the expected earned media generated by the mobilization activity, beginning May 2024 the HSO will conduct a paid media campaign for CIOT that will support the state’s designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carry out pre- and post-paid media.
- Furthermore, to complement the nationally designated CIOT enforcement period of May 2024, the HSO annually designates Thanksgiving week as a Nebraska Buckle Up mobilization. The FY2024 Thanksgiving CIOT campaign will run November 2024, with overtime funding assistance awarded to 45 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.
- Grant support is provided for this Nebraska Buckle Up mobilization of the occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2024.

Communication Campaign (paid, earned and social media)

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

Sustain Statewide Enforcement Operations

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November), the HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations with priority given to the 24 priority counties (see page 7) with the highest fatal and serious injury crashes. FY2024 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

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

405(b) Occupant Protection Grant

Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2024. The HSO generally awards between 45 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol with priority given to the 24 priority counties (page 7) that account for 80% of fatal and serious injury crashes. This makes the total of 70% of all Nebraska unrestrained fatalities are included in these counties. This results from 5,000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

Child restraint inspection stations

Nebraska Child Passenger Inspection Stations					
Counties Served by Population Total					
	County	Population		County	Population
1	Adams	31,027	28	Jefferson	7,176
2	Antelope	6,279	29	Kearney	6,674
3	Boone	5,386	30	Keith	8,279
4	Box Butte	10,604	31	Lancaster	324,514
5	Boyd	1,789	32	Lincoln	34,133
6	Buffalo	50,339	33	Logan	687
7	Burt	6,709	34	Madison	35,337
8	Butler	8,444	35	Merrick	7,665
9	Cass	27,017	36	Morrill	4,574
10	Clay	6,078	37	Nance	3,390
11	Colfax	10,498	38	Nuckolls	4,060
12	Cuming	8,984	39	Phelps	8,937
13	Dawes	8,148	40	Pierce	7,313
14	Dawson	23,898	41	Polk	5,174
15	Dodge	37,103	42	Rock	1,264
16	Douglas	585,008	43	Sarpy	193,418
17	Fillmore	5,546	44	Saunders	22,787
18	Franklin	2,903	45	Seward	17,603
19	Frontier	2,555	46	Sheridan	5,095
20	Furnas	4,604	47	Sioux	1,143
21	Gage	21,616	48	Stanton	5,816
22	Gosper	1,824	49	Thayer	4,913
23	Greely	2,169	50	Thurston	6,620
24	Hall	61,979	51	Washington	20,969
25	Hamilton	9,386	52	Wayne	9,784
26	Harlan	3,091	53	Webster	3,411
27	Holt	10,049	54	York	14,244
		TOTAL			1,718,013
Total State Population					
					1,963,692
Percent of Counties Represented					
					87.49%
<i>Source: Population Estimate as of July 2021, U.S. Census Bureau, 2020</i>					

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training
- Occupant Protection Public Information and Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 300

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 1,077,613

Populations served - rural: 497,395

Populations served - at risk: 650,000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 4

Estimated total number of technicians: 60

Drive Smart Nebraska ad hoc Work Group

The NDOT-HSO works directly with the Drive Smart Nebraska (DSN) work group consisting of 48 public, non-profit and private partners, committed to using evidenced-based programs and policies to increase occupant restraint use and decrease the increasing motor vehicle injuries. Work is carried out through educational outreach in the local communities, promotional messaging at the local level, and work with schools and law enforcement to present in the local community. The work group meets quarterly, utilizes DSN toolkits to increase education and outreach. The toolkits provide a consistent traffic safety message to increase seat belt use, reduce unintentional injury and carry out road safety messaging in our communities and across the state. DSN members apply for mini grants to carry out occupant protection campaigns and distracted driving campaigns (billboards, radio, digital marketing and banners).

Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity number: M2CSS-2024-12-00-00

Planned Activity Description

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety (CPS) inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats and recalled seats. Every inspection station uses at least one nationally certified Child Passenger Safety technician and/or instructor. The funds provide child safety seats for rural and low-income parents/care givers. Child safety seats will support local inspection stations checkup events and drop-in services (inspection for properly installed CSS, information on the new law (2019) and check for expired or recall issues) for the public. When needed inspection stations will implement virtual seat checks and implement the new National Digital Check Form, in cooperation with the National Safety Council and NHTSA.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405b OP Low	405b Low CSS Purchase/Distribution (BIL)	\$30,000.00	\$7,500.00	\$0.00

Planned Activity: Child Passenger Safety Training

Planned activity number: M2TR-2024-09-00-00

Planned Activity Description

Grant funding provided to the HSO will provide training, along with resources and CEUs, to Child Passenger Safety (CPS) instructors and technicians. CPS technicians/instructors will provide enhanced training and offer parent education (i.e., mailings, brochures, posters, newsletters and LATCH Manuals) at the local level. Provide funding to support inspection stations across the state through increased capacity of CPS technicians, while maintaining an above average recertification rate. Provide for assistance, through the mini-grant process, to increase/maintain inspection stations and ensure there is always access to child safety seats for rural and low-income parents/caregivers. CPS technicians are using iPads to support virtual seat checks and training at the local inspection stations. Also, when appropriate the HSO will provide funding for CPS Instructors to attend the National Lifesavers Conference.

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

Planned Activity: Occupant Protection High-Visibility Enforcement

Planned activity number: M2HVE-2024-14-00-00

Planned Activity Description

Funding is provided to state and local law enforcement agencies through the mini-grant contract agreement process for selective overtime occupant protection high visibility enforcement, including the

national and statewide Click It or Ticket High Visibility Enforcement Mobilizations. Participating agencies receive funding assistance for overtime salaries to increase enforcement.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405b OP Low	405b (BIL)	Low HVE	\$238,000.00	\$59,500.00	\$0.00

Planned Activity: Occupant Protection Information System

Planned activity number: M2OP-2024-13-00-00

Planned Activity Description

This project will provide funding through the mini-grant process to contract with an experienced survey firm to conduct a statewide scientific and statistically valid observed seat belt and child restraint survey. This is to establish an annual baseline for measurement in changes of occupant restraint use. Funding is to support educational activities; that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSOs). The CSOs identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues with priority given to the 24 priority counties (page 7) to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games “Friday Night Lights” demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405b OP Low	405b Information System (BIL)	Low OP	\$150,000.00	\$37,500.00	\$0.00

Planned Activity: Occupant Protection Overtime Enforcement

Planned activity number: OP-2024-05-00-00

Planned Activity Description

Funding to state and local law enforcement agencies with priority given to the 24 priority counties (page 7) through the mini-grant contract agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies will receive funding assistance for overtime salaries to increase enforcement.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Occupant Protection (BIL)		\$100,000.00	25,000.00	100,000.00

Planned Activity: Road Safety – Employers & Employees Education

Planned activity number: OP-2024-37-00-00

Planned Activity Description

Nebraska Safety Council will work with employers in the targeted counties to teach them how to develop and implement a road safety program for their organization and increase employees' knowledge of traffic safety to utilize off-the-job for themselves and their family members.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Occupant Protection (BIL)	\$104,000.00	\$26,000.00	\$104,000.00

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted Driving Program Area will provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for the U Drive U Text U Pay National Enforcement, law enforcement overtime for other distracted driver enforcement activities and other specialty distracted driving media campaigns throughout the fiscal year.

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

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

Planned Activity: Employer Distracted Driving Education Campaign

Planned activity number: IS-2024-38-00-00

Planned Activity Description

The National Safety Council, Nebraska, is providing an Employer Distracted Driving Education Campaign offering education and awareness in three identified target counties to achieve decreased distracted driving of all forms including using mobile devices in the car. This work will be achieved through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to decrease distracted driving crashes due to inattention and work to increase occupant restraint use and decrease distracted driving. NSCN will provide technical support for

best practice policies to address positive driver behavior in the work force, employee families, high schools (faculty, students, and parents) and the community.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Occupant Protection (BIL)	\$114,500.00	\$28,625.00	\$114,500.00

Program Area: Police Traffic Services

Project Safety Impacts

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

Planned Activity: Traffic Law Enforcement

Planned activity number: PT-2024-26-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$140,000.00	\$35,000.00	\$0.00

Planned Activity: Special Traffic Enforcement Program (STEP)

Planned activity number: PT-2024-28-00-00 and M5IS-2024-05-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the STEP Grant agreement process for selective traffic overtime enforcement and to increase law enforcement participation with continuous activity throughout the year. To be eligible for STEP grant funding, law enforcement agencies must agree to make every effort to engage in Click It or Ticket, Drive Sober or Get Pulled Over and at least one of the Winter Holiday campaigns for a minimum 3 of the 4 STEP campaigns annually. Enforcement and local

agency activities will target the specific traffic safety issues as identified in their baseline information. The agency will tailor the location of STEP enforcements utilizing a data driven approach. Using data driven analysis will ensure that mobilizations target the areas in their locale where traffic safety infractions are a serious issue. Special attention shall be made to the Primary Focus as outlined in each individual campaign while increasing compliance with all Nebraska Traffic Safety laws.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$700,000.00	\$175,000.00	\$700,000.00
BIL ACT NHTSA 405D	Impaired Driving	\$600,000.00	\$150,000.00	\$0.00

Planned Activity: Traffic Selective Overtime Enforcement

Planned activity number: PT-2024-27-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the 24 priority counties (see page 7). Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$50,000.00	\$12,500.00	\$50,000.00

Planned Activity: Law Enforcement Liaison (LEL)

Planned activity number: PT-2024-42-00-00

Planned Activity Description

This grant provides funds for the HSO contracted LEL costs, including personal services, travel expenses, and office expenses. The LEL will work closely with contracted and non-contracted partners to promote traffic safety issues and to make them aware of training and educational opportunities that are available through the HSO supported programs. These would include (but are not limited to) Traffic Occupant Protection Strategies (TOPS), Crash Reconstruction, Drug Recognition Expert (DRE), Advanced Roadside Impairment Driving Enforcement (ARIDE) and Occupant Protection Instructor/Technician training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$80,000.00	\$20,000.00	\$0.00

Program Area: Racial Profiling Data Collection

Project Safety Impacts

The HSO will provide overall general support to improve traffic records information and develop a statewide reporting system to record traffic stop information and allow for evaluation of the data for traffic records system support. This project will also provide a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records system capabilities.

Planned Activity: Improving Data Collection Methods and Reporting

Planned activity number: F1906CMD-2024-01-00-00

Planned Activity Description

This HSO internal support grant will provide funding to law enforcement agencies, including the rural communities for purchasing equipment to improve traffic stop data.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$2,648,640.00	\$662,160.00	\$0.00

Planned Activity: Review and Analysis of Collected Data

Planned activity number: F1906ER-2024-02-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 1906 Prohibit Racial Profiling	1906 Evaluating Results	\$60,000.00	\$15,000.00	\$0.00

Program Area: Speed Management

Project Safety Impacts

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties (see page 7).

Planned Activity: Speed Selective Overtime Enforcement

Planned activity number: SE-2024-33-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective speed overtime enforcement requiring daytime and nighttime enforcement. Preference is for the priority counties (see page 7). Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes. Participating agencies receive funding assistance for overtime salaries. Agencies may include enforcement equipment to enhance their ability to collect speeding offender evidence in the enforcement of the posted speed limits at high crash locations. Completion of training to use the equipment in special enforcement operations is required. High speed-related crash counties are the first priority.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Speed Enforcement (BIL)	\$180,000.00	\$45,000.00	\$180,000.00

Program Area: Traffic Records

Federal funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel, and procedures to capture, store, transmit, analyze, and interpret highway safety data.

Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in May 2021. The assessment is used as a guide for 405c project priorities both short and long term.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

- July 21, 2022
- October 20, 2022
- February 1, 2023
- April 20, 2023

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator:

Ashley Pick

Title of State's Traffic Records Coordinator:

Federal Aid Administrator II

Planned Activity: Traffic Records Coordination / Training

Planned activity number:

M3DA-2024-16-00-00

Planned Activity Description

Grant funding to the HSO for Federal Aid Administrator’s staff time, travel, materials, and Traffic Records Coordinating Committee (TRCC) meetings/activities expenses. This also allows the HSO to use the mini-grant agreement process to support TRCC members and personnel to attend traffic records meetings and workshops that will aide in the continued Nebraska traffic records system development and implementation.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$43,600.00	\$10,900.00	\$0.00

Planned Activity: E-Citations and Traffic Records Improvement

Planned activity number: M3DA-2024-01-00-00

Planned Activity Description

Grant funding to the Nebraska Crime Commission to work with other state agencies (i.e., NDOT, NSP and DMV) that deal directly with traffic records. This project is to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access, and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. Data system improvements planned by the Crime Commission are to expand the use of the e-Citations to other new law enforcement agencies, to implement changes in the Prosecutor Case Management System, and for County Attorneys to download and print citation images from NCJIS, which will eliminate the need for law enforcement manual citation process.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$346,400.00	\$86,600.00	\$0.00

Planned Activity: Nebraska Crash Outcome Data Evaluation System

Planned activity number: M3DA-2024-14-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health & Human Services (DHHS) to create a CODES database linking four separate databases: crash, EMS, Hospital Discharge, and death certificate data. CODES, or Crash Outcome Data Evaluation System, is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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BIL ACT 405c Data Program	405c Data Program (BIL)	\$175,000.00	\$43,750.00	\$0.00
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Planned Activity: Nebraska EMS/Trauma System Data Quality Assessment and Improvement

Planned activity number: M3DA-2024-15-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) and Trauma Data link to the Crash Outcome Data Evaluation System (CODES) database. Currently, Nebraska EMS data comes from four major systems: Nebraska Ambulance and Rescue Service Information Systems (NARSIS) [paper form], eNARSIS [electronic form], the Lincoln Fire and Rescue database, and the Omaha Fire and Rescue database. The target is to encourage EMS responders to transmit the EMS data electronically and to assess and improve the quality of the Nebraska EMS and Trauma data.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$236,250.00	\$59,062.50	\$0.00

Planned Activity: Nebraska E-code Data Quality Assessment and Improvement

Planned activity number: M3DA-2024-17-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Injury Related Hospital Discharge (E-Code) link to the Crash Outcome Data Evaluation System (CODES) database. As one of two minimum data sets that the CDC recommends for injury surveillance, E-code data is a major information source public health uses to study injuries. The targets of this project are to 1) assess the data quality of Nebraska EMS data and provide feedback to the Nebraska EMS program to improve data quality, and 2) assess the level of hospital compliance with the Nebraska E-code law and improve the quality of ICD-10-CM external cause of injury data to reach a reporting rate of at least 95%.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$57,000.00	\$14,250.00	\$0.00

Planned Activity: Nebraska EMS Data Quality Assessment and Improvement

Planned activity number: M3DA-2024-18-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Injury Emergency Medical Services (EMS) link to the Crash Outcome Data Evaluation System (CODES) database. As one of two minimum data sets that the CDC recommends for injury surveillance, EMS data is a major information source public health uses to study injuries. The targets of this project are to 1) assess the data quality of Nebraska EMS data and provide feedback to the Nebraska EMS program to improve data quality, and 2) assess the level of hospital compliance with the NEMSIS data and improve the quality of data to reach an accurate reporting rate of at least 95%.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$57,000.00	\$14,250.00	\$0.00

Planned Activity: Traffic Records

Planned activity number: TR-2024-30-00-00

Planned Activity Description

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the linkage and automation of other critical databases, such as the Crash Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and outdated technology. It also provides the HSO with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Traffic Records (BIL)	\$215,000.00	53,750.00	\$107,500.00

Planned Activity: Nebraska State Patrol - TRACS

Planned activity number: TR-2024-31-00-00

Planned Activity Description

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and eCrash/eCitation reporting software. The funding is for salary and benefits associated with the IT Business Analyst position. The target of this project is to increase the number of Nebraska law enforcement agencies utilizing TraCS for electronic citation and crash forms.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Traffic (BIL)	Records	\$78,720.00	\$19,567.50	\$0.00

Program Area: Motorcycle Safety

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

Motorcycle Safety Education

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

- Key behavioral and cognitive aspects associated with safely operating a motorcycle.
- Facilitated discussions on topics such as perception, peripheral vision, visual acuity, reaction time, the effects of aging, crash avoidance tactics, common traffic scenarios, curve strategies, distracted riding, and effects of impaired riding (alcohol and/or drugs).
- Location and operation of the controls and pre-ride procedures.
- Balance and control of the motorcycle at varied speeds.
- Riding skills and evasive maneuvers (accelerating, braking, cornering, swerving, and crossing an obstacle).
- Use and wear of proper riding gear.

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the DMV approved beginning/experienced rider course providers from the Nebraska Motorcycle Safety Education Sponsor list.

The NDOT-Highway Safety Office (HSO) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the HSO provides support for the cost of training and updates of designated Nebraska instructor trainers.

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

The HSO provides DMV with grant funding assistance so that they are able to increase the number and frequency of such compliance audits to assure the quality and consistency of the motorcycle safety instruction that is offered. The HSO and DMV jointly participate as Nebraska’s membership on the State Motorcycle Safety Administrator’s Association in order to remain informed regarding rider training’s best practices and emerging issues.

Nebraska Motorcycle Rider Training

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties (see page 7). Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2024, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

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

The July 2023-July 2024 Motorcycle Safety Course schedule is listed below.

Adams County - Central Community College - Hastings									
2024	6/5-8	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2			
2024	Pending								
Buffalo County - Nebraska Safety Center- University of Nebraska - Kearney									
2024	7/9-10	7/16-17	7/30-31	8/13-14	8/24-25	9/10-11	9/24-25	10/8-9	
2024	Pending								
Dakota County - Western Iowa Motorcycle Training , LLC									
2024	7/17-20	1/23-24	8/9-10	8/20-21	9/17-18	10/1-2	10/6-7		
2024	Pending								
Douglas County – Dillion Brothers Harley-Davidson - Omaha									
2022	7/12-14	7/19-24	7/26-31	8/2-4	8/2-7	8/9-14	8/16-21	8/23-25	8/23-28
	9/6-8	9/6-11	9/13-18	9/20-22	9/20-25	9/27-10/2			
2024									
Lancaster County – Nebraska Safety Council - Lincoln									
2022	7/8-10	7/15/17	7/22-24	7/29-31	8/5-7	8/12-14	8/19-21	8/26-28	9/9-11
	9/16-18	9/23-25	9/30-10/2	10/7-9					
2024	Pending								
Lancaster County – Southeast Community College - Lincoln									
2022 Lin	7/8-10	7/15-17	8/5-7	8/12-14	8/26-28	9/9-11	9/23-25	10/7-9	
2022 Mil	7/22-24	8/19-21	9/16-18						
2024	Pending								
Lancaster County – Frontier Harley-Davidson - Lincoln									
2022	7/5-10	7/19/24	7/26-28	7/26-31	8/2-4	8/9-11	8/9-14	8/23-25	8/23-28
	8/30-9/1	9/6-8	9/6-11						
2024	Pending								
Lincoln County – Mid Plains Community College - North Platte									
2022	7/9-10	7/16-17	4/30-5/1	5/7-8	5/14-15	5/21-22	6/4-5	6/18-19	6/25-26
	7/9-10	7/16-17	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2		
2024	Pending								
Madison County – Northeast Community College - Norfolk									

2022	7/9-10	7/16-17	7/23-24	8/6-7	8/20-21	9/17-18	10/1-2		
2024	Pending								
Sarpy County - Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue									
2022	7/8-10	7/9-10	7/15-17	7/22-24	7/29-31	8/5-7	8/12-14	8/19-21	8/26-28
	9/9-11	9/10-11	9/16-18	9/17-18	9/17-18	9/23-25	9/24-25	10/7-9	10/8-9
	10/14-16	10/15-16	10/28-30	10/29-30	11/5-6	11/12-13			
2024	Pending								

405(f) Motorcyclist Safety Grant

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Nebraska Department of Motor Vehicles

State authority name/title: Rhonda Lahm, Director

Introductory rider curricula that have been approved by the designated State authority and adopted by the State:

Approved curricula: The Nebraska Department of Motor Vehicles (DMV) has adopted as its basic motorcycle education course the Motorcycle Safety Foundation beginning rider course entitled “MSF: Basic Rider Course” (BRC). This course provides a minimum of 14 hours of motorcycle instruction with at least four (4) hours of classroom instruction and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and the range driving such that following classroom instruction, the concepts are applied to and practiced on the range. The basic course includes the following topics:

- Location of the controls and pre-ride procedures.
- Balance and control of the motorcycle.
- Riding skills and evasive maneuvers.
- Safety equipment and procedures.
- Effects of alcohol and drugs while operating a motorcycle.
- (Link for course details: [Motorcycle Safety Foundation](#))

Successful completion of the approved DMV Basic Rider Course will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at

least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles	Additional Counties in Proximity	
Adams	1,024	Hall	1,628
Buffalo	1,538	Dawson	637
Dakota	500		
Douglas	9,298	Dodge & Washington	2,199
Lancaster	6,254	Gage & Seward	1,283
Lincoln	1,316		
Madison	1,255	Platte	882
Sarpy	4,440	Saunders	881
State Total	51,173		Total 66%

Source: Nebraska Department of Motor Vehicles – 2022

The eight counties where training is conducted in Nebraska represent over 50% of the registered motorcycles as shown in the above chart, but those trainings are in close proximity to additional counties where many attendees live.

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:NDOT Highway Safety Office

State authority name/title:William J. Kovarik/Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC injury crashes in Nebraska involving another motor vehicle in 2020: 204

DOUGLAS	73
LANCASTER	46
SARPY	14
HALL	8
DODGE	6
BUFFALO	5
LINCOLN	5
SCOTTS BLUFF	4
HAMILTON	3
KEITH	3
SEWARD	3
ADAMS	2
BOX BUTTE	2
BUTLER	2
CASS	2
DAWSON	2
MADISON	2
OTOE	2
RED WILLOW	2
WASHINGTON	2

Total # of MCC crashes involving another motor vehicle in 2019: 224

County or Political Subdivision	# Of MCC involving another MV
DOUGLAS	70
LANCASTER	63
SARPY	13
DODGE	10
SCOTTS BLUFF	8
HALL	5
LINCOLN	5
GAGE	4
ADAMS	3
CASS	3
MADISON	3
BUFFALO	2
DAWES	2
DAWSON	2
RED WILLOW	2
SAUNDERS	2
SEWARD	2

Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2024-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405f Motorcycle Programs	405f Motorcyclist Awareness (BIL)	\$52,000.00	\$13,000.00	\$0.00

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Nebraska

Fiscal Year: 2024

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

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

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)



7/31/23

Signature Governor's Representative for Highway Safety

Date

Vicki Kramer

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at _____ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

- The State's comprehensive occupant protection program is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
 - Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

-
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
-

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*

- Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at _____
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

□ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

□ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):
_____.

- Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

- Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

- Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)


[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.



Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

NEBRASKA TRAFFIC RECORDS SYSTEM PLAN

FY2022 – FY2026



**Prepared by Nebraska's Traffic Records
Coordinating Committee**

June 10, 2023

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I. Executive Summary

Traffic safety data is the primary source of information about the traffic safety environment, human behavior, and vehicle performance. Therefore, in order to address safety problems, timely, accurate, complete, uniform, integrated and accessible data is required. The U.S. Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA) has made improving traffic safety data one of the agency's highest priorities.

Under the coordination responsibility of the Nebraska Department of Transportation - Highway Safety Office (HSO), the TRCC (Traffic Records Coordinating Committee) has been created as an ad hoc group of key multidisciplinary Nebraska highway safety and traffic records system data collectors, custodians, operators, and users. They have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies used to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska five-year Traffic Record System Plan. This plan will include the six core data systems – crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

The effectiveness of informed decision making requires sound research, programs, and policies, and is directly dependent on data availability and quality. Accurate and comprehensive, standardized data provided in a timely manner, allows Nebraska to:

- Determine the causes of crashes and their outcomes
- Evaluate strategies for preventing crashes and improving crash outcomes
- Support traffic safety data operations
- Measure progress in reducing crash frequencies and severities
- Update traffic safety policies and laws

II. Traffic Records Coordinating Committee

The TRCC is the primary point of leadership, planning, policy setting and accountability for Nebraska's Traffic Safety Information System. The TRCC was established in 1994 and was officially revitalized following the passage of The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC has developed the following mission statement, priorities, and targets.

TRCC MISSION

The mission of this traffic records plan is to make Nebraska's traffic record system an integral and useable element of the state's highway safety efforts by all involved parties. The traffic records and information systems will be coordinated through the Nebraska Department of Transportation - Highway Safety Office to form the foundation for effective and cooperative highway safety management of the state's core traffic records data systems:

1. Crash, 2. Vehicle, 3. Driver, 4. Roadway, 5. Citation/Adjudication and 6. EMS/Injury Surveillance.

Traffic Records Plan Priorities

- Expand electronic crash data submission to the Nebraska Department of Transportation's Crash File.
- Enhance the Nebraska Department of Motor Vehicles (DMV) Driver/CMV Record Files.
- Enhance and expand the Crash Outcome Data Evaluation System (CODES) infrastructure.
- Nebraska Criminal Justice Information System (NCJIS) and the NCJIS System Improvements.
- Implement a Citation Tracking System.
- Consider funding support for Jail/Prosecutor data interface and TraCS software local installation.

- Examine use/utility of the Model Impaired Driving Records Information System (MIDRIS) DUI tracking system for changes.

TRCC Targets

- Facilitate the comprehensive collection, maintenance, and dissemination of traffic safety-related data in order to set the direction for safety improvement measures.
- Improve the timeliness, accuracy, completeness, uniformity, and accessibility of data that is needed to identify priorities for transportation and traffic safety programs.
- Strive to ensure that all Traffic Safety Information System projects funded by and under the direction of the TRCC move forward on schedule and within budget. For projects outside of this scope, use the authority of the TRCC to ensure that these projects move forward in a timely manner, recognizing budgetary and staffing constraints.

TRCC ORGANIZATION

The TRCC was revitalized following the passage of SAFETEA-LU in order to meet federal guidelines and to provide a framework for strategic planning for traffic records improvement within the State. The TRCC continues to develop and promote a comprehensive Traffic Records System that provides timely, accurate, complete, uniform, integrated, and accessible Traffic Records System data for management of state and local Highway and Traffic Safety Programs.

Executive Committee

The Executive Committee of the Traffic Records Coordinating Committee consists of the following members:

- Unit Administrator, Nebraska Department of Health and Human Services
- Superintendent, Nebraska State Patrol
- Director, Nebraska Department of Transportation
- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Director, Nebraska Department of Motor Vehicles
- Executive Director, Nebraska Commission on Law Enforcement and Criminal Justice
- Nebraska State Court Administrator
- Sheriff, Lancaster County
- Chief of Police, City of Omaha

The Executive Committee has the responsibility to designate or assign individuals from their agencies to represent them on the TRCC.

The role and responsibilities of the Executive Committee and/or their assigned representatives include:

- Reviewing and recommending revisions, as needed, to the Mission, Purpose and Targets of the TRCC.
- Providing guidance to the development and formal approval of Nebraska's Traffic Records System Plan based on recommendations.
- Providing recommendations with the implementation of the Traffic Records System Plan.
- Identifying funding sources as appropriate in order to support and improve the Traffic Records System Plan.

The Executive Committee and/or their assigned representatives will meet no less than once annually.

Core Team

The TRCC Core Team's primary authority is established by the TRCC Executive Committee. The Core Team has the responsibility to develop and implement an annual Traffic Records System Plan. The Core Team also has the responsibility to review and recommend improvements to any of the State's transportation safety data and traffic records systems. The Core Team consists of personnel that are responsible for the collection, management, and use of the various Traffic Safety Information System components. The Core Team consists of the following members:

- Administrator, Nebraska Department of Transportation - Highway Safety Office
- Analyst, Nebraska Commission on Law Enforcement and Criminal Justice
- Assistant Attorney General
- Citation/Adjudication, Nebraska Department of Motor Vehicles
- Crash Database Coordinator, Nebraska Department of Transportation
- Deputy, County Sheriff's Office
- Driver/Vehicle Records, Nebraska Department of Motor Vehicles
- EMS/Injury Surveillance, Nebraska Department of Health and Human Services
- Health Data Coordinator, Nebraska Department of Health and Human Services
- Information Technology Business System Analyst, Nebraska Supreme Court
- Information Technology Development, Nebraska Department of Administrative Services
- Lieutenant, Omaha Police Department
- Manager, Nebraska Commission on Law Enforcement and Criminal Justice
- Regional Program Manager, National Highway Traffic Safety Administration
- Roadway City Crash Records, Lincoln Public Works
- Roadway, Nebraska Department of Transportation
- Roadway, University of Nebraska – Lincoln
- Safety & Information Technology Service Engineer, Federal Highway Administration
- State Patrol Lieutenant, Nebraska State Patrol
- Traffic Records Coordinator, Nebraska Department of Transportation - Highway Safety Office

The role and responsibilities of the Core Team include:

- Guiding the development and implementation of a comprehensive Traffic Records System Plan which provides a foundation for improving traffic records systems within Nebraska.
- Providing leadership, technical direction, and oversight for the development and implementation of a Traffic Safety Information System Improvement Program as reflected within the Traffic Records System Plan.
- Providing regular briefings/updates to Executive Committee members of their respective agencies regarding the development of the Traffic Records Plan and other TRCC activities.
- Establishing and participating on Technical Subcommittees as appropriate; guiding the completion of various tasks and projects assigned to the Technical Subcommittees.
- Providing input and obtaining additional information from the Technical Subcommittee members and assembling appropriate information to advise and aid the Executive Committee in the decision-making process.

It is anticipated that the Core Team will meet at least three times a year.

Technical Subcommittees

The Core Team may establish Technical Subcommittees as needed to provide more targeted traffic records planning and program implementation. These technical subcommittees will be led by Core Team members

and will meet as necessary for the success of the projects. These technical subcommittees will change as the needs of Nebraska's traffic records systems evolve.

III. NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (HSO) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment February 11, 2021 to May 13, 2021.

The scope of this assessment covered all the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be May 2026 which will provide a benchmark for progress on the recommendations from the 2021 assessment and provide the detail to create the next Traffic Records Plan.

Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (*in italics*).

Crash Records System



- Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 2). NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the TraCS or other collection software databases and into NDOT's database. Drew Bingham (see project 2)*
- Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Sean Owings (see projects 3 & 4)*
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *Sean Owings (see project 6)*



Citation and Adjudication Records

- Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS – Drew Bingham (see project 9)*

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on

cases that are filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS).

The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically but may be manually entered into the court system. This could be a training or programming issue that could be corrected.

Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field.

- Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. *NCJIS – Drew Bigham (see project 11).*

DUI cases are not currently tracked. However, all the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It would also be possible to identify cases based upon the filing offenses.

- Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Drew Bigham (see projects 7 and 8)*



Traffic Records Coordinating Committee (TRCC)

- Develop basic quality metrics for each system component and report on them regularly. *HSO – Ashley Pick (see project 13)*
- Develop a traffic records inventory. *HSO – Ashley Pick (see project 12). The table has been created and coordination with data managers is in process.*
- Conduct a training needs assessment for all TRCC core data system users. *HSO - Ashley Pick (see project 32)*



Driver Records

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV – Matt Coatney & Betty Johnson (see project 16)*
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *DMV - Matt Coatney & Betty Johnson (see project 17)*



Vehicle Records

- Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and process flow documents.



Nebraska Injury Surveillance System (NISS)

- Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *DHHS – Ming Qu (see projects 21 - 27)*



Roadway Information

- Allow access to roadway data for consumption and updates. *NDOT – Walter Moy (see project 29)*
- Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *NDOT – Walter Moy (see project 30)*



Strategic Planning

- Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2021 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

IV. Safety Data System Benchmarking and Targets

Development of this Traffic Records Plan included a review of each of the six information systems (Crash, Roadway, Vehicle, Driver, Enforcement/Adjudication, and Injury Surveillance). The Traffic Records Assessment (TRA) conducted during February 17, 2021 to May 19, 2021 was the primary source for identifying system, data, or process deficiencies. In addition to the TRA, the TRCC Core Team conducted a baseline evaluation of each of the six systems and identified additional deficiencies. Tables 1 through 11 contain the six data quality categories, and a status for each quality category for each system. Baselines, targets/objectives, and performance measures were identified for quality categories where projects were identified to address deficiencies. The targets identified are the TRCC's priorities for improving the traffic records system over the next five years. The performance measures will be used to measure progress towards achieving the targets for each system.

Crash Records System



The Nebraska Department of Transportation collects crash data from all law enforcement agencies throughout the state as well as from drivers involved in crashes.

There have been significant improvements in the crash data component since the time of the last assessment including the launch of the new Crash Information Database on 1/1/2021.

- Electronic collection of crash reports in the field by law enforcement agencies (LEAs) has expanded dramatically.
 - 85.6% of crash reports in 2020 were submitted electronically to the Nebraska Department of Transportation (NDOT).
- Crash data timeliness has improved from approximately four months' backlog to less than 10 days from crash event to completion of data entry.

Timeliness of Fatal Crashes – Electronic

Once a report has been approved, the report is instantly available within the Crash Information Database (CID) and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Injury through Property Damage Only (PDO) Crashes – Electronic

Once a report has been approved it is instantly available within the CID and Storefront. Law enforcement has a maximum of ten days to report a crash. This rule applies unless the report has a partial match within the CID system.

Timeliness of Fatal Crashes – Paper

10 days maximum for report filing + 3 days US mail + 1 day for priority Indexing/Data Entry = 14 days.

Timeliness of Injury through PDO Crashes – Paper

10 days maximum for report filing + 3 days US mail + 4 day for Indexing/Data Entry = 17 days.

How are paper reports processed?

All paper reports are mailed to our office using standard mailing practices or scanned and emailed to NDOT Highway Safety Section. Upon receipt of the mail/email it is sorted, opened, and organized by report type (single-side, double-sided, Truck and Bus, Fatal, etc.). Scanning takes place daily, around 1 p.m. central time. Once the reports have been scanned into NDOT's imaging database's indexing queue, the paper reports are filed within the stand-alone filing system as reference material for six months. The electronic images are manually indexed into the imaging system by a team of indexers. The order of work to be indexed follows NDOT's business rule first by report priority: Fatal, Truck and Bus, State Property Damage, and then the remaining reports are processed by the first in - first out method.

- All crash records not on private property are coded with latitude/longitude coordinates, which averages 45 days behind current date. Adding latitude/longitude at the time of submitting greatly improve timeliness.

These notable improvements represent a prelude to the achievements that are possible in the next five-year period. The State is poised to achieve very high levels of both electronic data capture and electronic data submission of crash reports. Coinciding with the transition to electronic data capture and submission, NDOT is also poised to reconfigure its data management processes to place an increased emphasis on data quality. Information technology support for the crash system within NDOT is satisfactory, but some system upgrades are required in order to ensure that the State obtains the most benefits possible from the improved data collection and transfer processes.

Table 1: Crash Records System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Develop a formal plan for expanding electronic data collection and submission. Baseline: Currently at 79.91% within 10 days.	95% of crash data submitted to NDOT electronically within 10 days of the crash.		1
	Complete crash data entered into {electronic system} within 3 days (except fatal crashes). Baseline: Currently at 10 days.	100% within 3 days.		1
Accuracy	Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Baseline: Not accurately measured.	100% of location data auto-populated on crash form.		2
	Establish a comprehensive, formal quality control program for crash data.	<ul style="list-style-type: none"> A complete set of data quality performance measures for the crash system covering timeliness, accuracy, completeness, uniformity, integration, and accessibility. A formal method of tracking errors and providing feedback to law enforcement agencies. A link between error tracking and training. Coordination with users to ensure that errors noted by users are logged, corrected, and addressed in training. Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form. Oversight by the Traffic Records Coordinating Committee, to include devoting time on the agenda to review data quality measurements. 		3, 4, & 5
	30% errors found during data audits of critical data elements (severity, seatbelt usage, location, date of crash, county).	0% errors found during data audits of crash data	For 2022, 53.78% (electronic) are 100% error free per the MMUCC 5 guidelines. 46.22% (paper) are still being entered so a review of the accuracy of the data is not possible at this time.	3

Table 1: Crash Records System (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	Generate measures of crash data completeness. Baseline: Not measured – not addressed.	100% of all MMUCC data included in all crash records.	For 2022, 53.78% of the reports have been submitted via the electronic process. Those reports submitted electronically meet the minimum MMUCC 5 requirement – based on a CID pre-build review by NTHSA's Go team review.	3
Uniformity	Redesign data collection form in reference to current Model Minimum Uniform Crash Criteria (MMUCC) Version. Baseline: Version 5.0 compliant.	100% compliant with the current MMUCC Version.	Collection form is 100% compliant – based on a CID pre-build review by NTHSA's Go team review.	4
	Improve the data dictionary to ensure consistency. Baseline: Not currently produced – not addressed.	100% consistent data that follows data dictionary and procedures.		4
Accessibility	Make crash query data available to researchers and public. Baseline: Current data is available in the NTIP system.	User Interface to allow data users immediate access to publicly available crash data. Reports can be requested.	100% but continue to improve.	6
Data Integration	Produce metrics of data integration. Baseline: No formal report – not addressed.	Automatic integration between roadway, driver, vehicle, and injury surveillance datasets		6



B. Roadway Data Component Status

The Nebraska Department of Transportation (NDOT) collects and maintains roadway features of all public roads in the State. The data is updated periodically with changes related to construction, maintenance, and traffic and the data are housed in the Integrated Highway Inventory (IHI) database. The information includes roadway identification, cross section, traffic, speed limit, bridge, pavement, and rail grade crossing data. The IHI provides current highway information necessary to meet Highway Performance Monitoring System (HPMS) reporting needs and to support department decision-making. Information from the IHI is a source for the development of mileage statistics utilized by state and federal authorities for the purpose of allocating funds and special studies.

The IHI is the primary source of information for the management of the 9,942-mile State highway system. The State road system represents over ten percent of the 98,005-mile public road system. In addition to the State system of roads there are 77,872 miles of county roads, and 10,188 miles of municipal streets. NDOT is in the process of collecting road features data on the local road system and currently have surface type, road width, and shoulder width on 67 percent of the local public road system.

NDOT is involved in several major safety programs; the most significant is the Strategic Highway Safety Plan (SHSP). The SHSP draws heavily on the traffic crash data in the Crash Information Database (CID) system. Along with their partners on the Nebraska Interagency Safety Committee, NDOT developed the Nebraska

Strategic Highway Safety Plan in order to address the frequency, rate and factors contributing to fatal and serious injury crashes. The Interagency Safety Committee then undertook a screening process that ultimately resulted in the selection of six areas of focus—the Critical Emphasis Areas—for the Plan:

- Increasing Seat Belt Usage
- Reducing Roadway Departure Crashes
- Reducing Impaired Driving Crashes
- Reducing Intersection Crashes
- Reducing Young Driver Crashes
- Reducing Older Driver Crashes

NDOT uses data from the IHI and the CID to create a merged dataset to produce high frequency crash locations for analysis of potential safety problems and the development of possible countermeasures. The resulting projects developed from these analyses are candidates for the Highway Safety Improvement Program (HSIP).

NDOT also monitors high risk rural roads and programs which concentrate highway safety funds on rural road segments experiencing high crash rates. Most funds are targeted to the local public road system.

Applicable Guidelines

Guidelines and standards were taken into consideration with the development of the IHI. NDOT complies with the HPMS, a national guideline for reporting to the Federal Highway Association (FHWA) certain road data on federally aided roads. The HPMS provides guidance to the states on standards for sample data collection and reporting for traffic volume counts, inventory, capacity, delay, and pavement management data elements.

NDOT is aware of the analytic software tools recommended in the Highway Safety Manual. Adoption will require the collection of additional roadway features data and adherence to data requirements for use with these analytic safety software tools. In conjunction with the use of these tools, NDOT will also have to consider the Fundamental Data Elements (FDE) required in the Model Inventory of Road Elements (MIRE) guideline. NDOT is progressing toward collection of the MIRE FDE by the 2026 deadline. NDOT has started implementing safety analysis software with integration to currently available MIRE data.

Interface with Other Traffic Records System Components

NDOT recognizes the importance of a Location Reference Systems (LRS) for public roads through the All Roads Network Of Linear referenced Data (ARNOLD) requirement. NDOT's LRS is a Reference Post based referencing system. All State roads and most non-state roads have been inventoried in the LRS. The remaining public roads use road or street name and latitude/longitude coordinates and are in the process of being converted to the LRS. This provides the capability to interface roadway and crash data from the IHI and the CID. The accurate location of data would be greatly enhanced with an electronic locator tool that identified the LRS information.

Quality Control Program

The roadway inventory is augmented by annual updates from construction and maintenance plans with field verification. Traffic data collection is conducted to represent all State system roads, all federal-aid non-State system roads, all HPMS sample segments, and a small sample of other non-State system roads. Truck counts are collected by class and weight on selected functional class roads. Surveys are conducted annually for HPMS roads, every four years for urban streets and highways, and every six years for non-HPMS local roads.

Table 2: Roadway Data Component System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	55% of traffic counts conducted each year (on roads which are required to be counted)	50%, Target is to count every 2 years	55% of traffic counts are being conducted annually	30
	240 days from crash event to location coding of crashes	100% coded at time of entry	For 2022, 53.78% of incoming reports were 100% coded to the minimum requirements of MMUCC 5 (electronically submitted reports). 46.22% (paper) are 874 days behind the current date.	2
	182-720 days from construction completion to roadway file update (depending on complexity of roadway)	Update at a minimum, every 6 months	50% of projects being updated with 6 months of completion	30
Accuracy	All errors found through edit checks are corrected prior to data being pushed out to users.	100% error free data	This target is currently being met	30
Completeness	96% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted).	99% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted)	96% of traffic data based on actual counts no more than 4 years old	30
	97% of known public roadways are listed in the inventory. The roadways for the cities of Lincoln and Omaha are contained in group records and only provide mileage and surface type.	97% of public roadways are listed in the inventory	This target is currently being met	30
	100% of known roadways are listed in the LRS.	100% of roadways are listed in the LRS within 3 mo. of data collection.	This target is currently being met.	30
Uniformity	All data elements consistent with historic data definitions.	100% of data matches definitions	This target is currently being met.	30
Accessibility	All roadway files accessible to approved stakeholders through the pavement optimization program (POP).	100% of published roadway data accessible to approved stakeholders	This target is currently being met.	30
Data Integration	Traffic records component files linked to roadway files – now files are updated within 6 months after.	100% of roadway data integrated with crash and citation to populate at time of crash or citation	0% of data from the roadway data is integrated	30



C. Driver Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for driver and vehicle services, and administers its functions through Driver Licensing Services and Vehicle Services with a Driver and Vehicle Records Division that controls the record activities of the two services. The driver and vehicle databases are not integrated or directly linked. Both services deal with commercial motor vehicles and operators.

Driver Licensing Services qualifies and issues driver licenses and identification cards, creates and maintains driver license records, and administers programs for driver control and improvement. A current count of driver records listed 1,341,587 non-commercial and 90,137 (6.7 percent) commercial driver licenses. Commercial and non-commercial driver records are maintained together.

The Nebraska driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS), the Social Security Online Verification System (SSOLV), and the Systematic Alien Verification for Entitlement (SAVE) system. In addition, Nebraska uses the State-to-State (S2S) program to exchange driver history information electronically with other States.

Table 3: Driver Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	All driver records are currently being created the same day the application is accepted.	100% received by 8:00 p.m. daily.	100% completed daily	15
	Currently being mailed within 15 days.	100% of licenses mailed within 20 days unless held up by fraud gate (state statute).	100% mailed within 15 days.	15
	100% of convictions are being posted on day received.	100% of in-state convictions received via paper posted the same day as received.	Target currently being met.	15
	100% of in-state convictions are being received same day.	100% of in-state convictions received electronically on same day.	Target currently being met.	15
Accuracy	% of duplicate records for individuals requiring correction = 2%.	98% duplicate free	To be determined.	17
	Frequency of CDL desk audits to assure data validity.	Daily	We audit all CDL records processed each day.	17
	% of errors found during CDL audits of critical data elements.	98% error free	We currently have a 4% error rate on CDL desk audits.	17

Table 3: Driver Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	% of records checked for drivers moving into the state = 100%.	100%	Goal currently being met.	15
	% of driver records received from prior state = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
	Record the adverse driver histories from previous states of record on non-commercial drivers = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
Uniformity	% of Social Security Numbers verified online = 100%.	100%	Goal currently being met.	17
	% of immigration documents verified online = 100%.	100%	Goal currently being met.	17
	% non-CDL violations reported from other states added to driver history = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	17
Accessibility	Base: 140,000 driver's licenses processed online.	Increase by 10% each calendar.	2015: 79,612 2016: 63,350; -25.7% 2017: 82,568; 23.3% 2018: 96,748; 14.7% 2019: 192,076; 49.6% 2020: 185,311; -3.7% 2021: 190,241; 2.6% 2022: 195,172; 2.5%	17
Data Integration	Opportunity for integration is currently not available due to lack of personally identifiable information in the vehicle system.	By 2017 begin collection of personally identifiable information as part of title and registration issuance. This will provide the information necessary for future integration of data between the driver and vehicle systems.	Integrate data from the crash, driver, vehicle, roadway, citation and EMS systems.	15



D. Vehicle Data Component

The Nebraska Department of Motor Vehicles (DMV) is responsible for vehicle and driver services and administers its functions through Vehicle Services and Driver Licensing Services with a Driver and Vehicle Records Division that controls the record activities of the two Services. The vehicle and driver databases are not integrated or directly linked. The DMV is currently working to integrate International Registration Plan (IRP) registration information into the registration and title database. Both services deal with commercial motor vehicles and operators, aspects that are not addressed in this traffic records assessment. There were 2,398,328 registered vehicles listed at the end of 2020.

Registration data are updated interactively as titles and registrations are issued. The quality controls in place are system edits and occasional data mining by DMV (i.e., run error reports for valid name entries and correct fuel type).

Nebraska's vehicle data system includes a number of best practices. The system's custodial responsibility resides with the State Department of Motor Vehicles. The State validates Vehicle Identification Numbers using VIntelligence software. The system operates in real-time and provides data to NMVTIS in real-time as well. The vehicle data system incorporates AAMVA brands and records title brand history as is noted on the NMVTIS system. Stolen vehicles are flagged in the Nebraska system as well. The State participates at the Enhanced level in the PRISM system.

Table 4: Vehicle Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time from accepted title application to create vehicle record = daily.	100% processed on date received.	Target currently being met.	20
Accuracy	Registration data is updated upon entry.	99%	Target currently being met.	20
	% of errors found during data audits of critical data elements.	5% or fewer.	To be determined.	20
Completeness	All the vehicle information is contained in records.	100%	Target currently being met.	20
Uniformity	All data elements consistent with data definitions.	99%	To be determined.	20
Accessibility	Base: 286,000 vehicle registrations processed online in 2014.	Increase online renewals by 5% on an annual basis.	2016: 293,984 2017: 266,290 (-9%) 2018: 328,150 (23%) 2019: 361,940 (10%) 2020: 571,061 (58%) 2021: 524,024 (-8%) 2022: 532,578 (2%)	20
Data Integration	Law Enforcement Agencies can access DMV data to auto-populate crash reports with vehicle information	Provide interface for 100% of electronic users.		19
	DMV vehicle file is integrated with the driver file and is updated with information on stolen vehicles.	Complete by January 1, 2022.	Progress made on developing new vehicle system.	19



E. Citation/Adjudication Data Component

The most effective and efficient means by which to determine the impact of enforcement countermeasures is to track the statewide issuance and outcome of traffic citations, and to determine, through evaluation of baseline data and subsequent crash incidence, whether such enforcement had the effect of reducing either the number and/or severity of crashes in Nebraska. Several approaches can be taken to developing relevant enforcement data and to using those data effectively. One of the most important aspects of data utility is that they are consistent in terms of data definitions and collection methodology. A statewide Uniform Traffic Citation is the first step in assuring consistency of data.

Uniform Traffic Citation

Law enforcement agencies throughout Nebraska are required to use a Uniform Traffic Citation by Nebraska Revised Statutes, §29-422 through 29-429 and Nebraska Supreme Court Rules, §61463. Data to be included on the form, the number, and colors of copies that the citation must include, and its size are mandated. Paper copies, which continue to be required by the courts, may be letter size.

Citation Data Collection

Effectively, data regarding traffic convictions are but a portion of the information needed to adequately assess the impact of traffic enforcement. Because of the discretion granted to the prosecutors' offices to plea bargain, defer adjudication or sentencing, and to change or drop charges initiated by law enforcement officers, reports of convictions are not telling either of the violations witnessed and charged by law enforcement officers, nor potentially of the true volume of such charges.

The information housed in the JUSTICE system does not include charges which were listed by the officer but not filed. NCJIS data, on the other hand, includes the ultimate statute or ordinance of which the violator was convicted as part of the court/JUSTICE record, but it may not be easily linked to a citation. In this regard, unless all appropriate data elements are available neither source seamlessly provides a full picture of traffic law enforcement within Nebraska.

Electronic Citations

One of the driving forces in Nebraska in support of electronic citations was the legislated requirement to collect all data related to traffic stops and traffic citations. Additionally, strategic planning efforts in various state governmental entities recognized the potential for time savings and reduction of errors through the use of electronic citations. As agencies throughout the State became equipped with mobile data computers, their effectiveness for collection of citation data became apparent to both users and collectors of citation data.

Citation data from these electronic systems are currently captured in a citation file created by NCJIS. That file contains data from all citations written by the State Patrol, whether paper or electronic. NCJIS publishes the electronic citation data specification to allow data from every local agency regardless of agency software. A copy of the electronic ticket is sent to the appropriate prosecutor through NCJIS for the determination of whether to file a case.

Court personnel and prosecutors noted that common errors occur on handwritten citations and that they are often difficult to read and decipher. Electronic citations have the benefit of embedded edits, drop-down menus, the potential to copy and paste data from the mobile data computer in the officers' vehicle, and to read the bar codes from driver and vehicle documents and auto-populate the citation forms. All of these opportunities would improve citation data quality within the State.

Errors at this point in time are either corrected by the prosecutor or returned to the officer for correction.

Driving Under the Influence of Alcohol and/or Drugs and Administrative Adjudication

Nebraska Revised Statutes provide for administrative withdrawal of driver licenses for driving under the influence of alcohol and/or drugs. Test refusal carries a more severe penalty than does test failure. Administrative processes and hearings are managed by the Department of Motor Vehicles.

An effort is underway to develop an electronic DUI package, which would speed processing for the arresting officer. The potential for capture of driver and vehicle data electronically, particularly if bar codes from the driver license and registration documents are used, will also provide better data in both the criminal and the administrative proceedings.

Common Linking Variables between Citation/Adjudication and Other Data Components of a Traffic Records System

Citation/Adjudication Linkages to Other Law Enforcement Files and Tracking Systems	<ul style="list-style-type: none"> • Computer Aided Dispatch (CAD) Record Number • Citation/Arrest/Incident Number, Court Case Number • Location (street address, description, coordinates, etc.) • Personal ID (name, address, Driver License number, etc.)
Citation/Adjudication Linkages to Driver/Vehicle Files	<ul style="list-style-type: none"> • Driver and Owner Names, Driver License Number • Driver and Owner Addresses (location code, coordinates) • Vehicle Plate Number, Vehicle Identification Number

Table 5: Citation/Adjudication Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time citations sent from LEA to courts = 24 hours.	100% within 24 hours	Reduce time from citation issue to available in NCJIS.	8
	Average time convictions sent to DMV from courts = 24 hours, immediately upon conviction – currently real time.	Real time	Currently meeting this target.	8
Accuracy	% “errors” found during data audits of critical data elements = Not tracked	< 1%	To be determined	8
	% violations narratives that match the proper statute = Not tracked	100%	To be determined	8
Completeness	% traffic citations statewide written on a uniform citation = (required by statute)	100% (required by statute)	Currently meeting this target.	8
	Examine use/utility of MIDRIS DUI tracking system for changes/updates. Currently not implemented.		Develop a system to track DUI and related data	11

Table 5: Citation/Adjudication Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Uniformity	Citations issued on consistent forms. (required by statute)	100%	Currently meeting this target.	8
Accessibility	Data available to other departments, researchers, public is available when issued electronically	100% of public data available	Planned for future development	11
Data Integration	Assign a subcommittee of the TRCC the responsibility for review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.	One integrated Citation Tracking System.		11
	Include personnel from the DMV in the review and planning for the electronic DUI package to ensure that the forms and format meet the needs of the administrative license revocation (ALR) process.	100% of process included	Working with DMV on the ALR requirements. This has become an automation process to generate the ALR forms as an adjunct to eCitations. Currently testing this process in TraCS and have provided the specifications to other vendors. Currently pending due to notary requirements.	11
	Electronic notification to DMV from ignition interlock companies. Currently 100%.	100%	Currently meeting this target.	11
	Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.	100% of Citation/Adjudication information available to Jail personnel	100% of all citations are accessible.	11

**F. Nebraska Injury Surveillance System (NISS) Data Component**

A successful statewide injury surveillance system uses several key components to monitor the incidence of, risk factors for, and costs of fatal and non-fatal injuries. These components are emergency medical services, ambulatory care, acute care, trauma and rehabilitation facilities, and vital records. Oversight for these entities' activities may be governed by local, State, and regional authorities. Data collected by these agencies provides a wealth of patient care, intervention, and prevention information that can be used to evaluate current treatment modalities and injury prevention activities. A comprehensive surveillance system will provide crucial healthcare and injury prevention information to health agencies, providers, and planners at all levels of the State.

Integration of injury surveillance data with other State traffic records system components benefits all organizations involved. Motor vehicle crash data supply much of the pre-event and event information used by the Haddon Matrix for injury prevention program planning activities. In a comprehensive traffic records system, data related to all EMS, outpatient care, and hospital admissions resulting from a motor vehicle crash may be used to quantify the severity and cost of the crash as well as the long-term outcomes associated with any resulting injuries. Providing traffic safety program coordinators and engineers with medical outcomes of motor vehicle crashes enables them to more accurately identify the level of crash and injury severity beyond the typical five-point scale utilized on most crash reports.

Current Status

The Nebraska Department of Health and Human Services (DHHS) has statutory authority to collect and manage many of the core components of an injury surveillance system. These databases include the Nebraska Ambulance Rescue Service Information System (NARSIS), emergency department and hospital discharge data provided by the Nebraska Hospital Association (NHA), trauma registry data, and vital statistics data. In addition, DHHS also manages the traumatic brain injury registry and the Behavioral Risk Factor Surveillance System along with other registries related to chronic and communicable diseases. Crash data are provided to DHHS by the Nebraska Department of Transportation (NDOT) for analysis and for inclusion in the State's Crash Outcome Data Evaluation System (CODES).

DHHS personnel and the CODES program respond to numerous data requests and provide analytic support for many of the highway safety programs and research initiatives within the State. Data are also provided to researchers at the University of Nebraska - Lincoln for special studies, such as an evaluation of driver education and graduated licensing programs and impaired driving initiatives. The State's Safe Kids program and local health departments are also provided with crash and injury data to assist with problem identification and grant proposals.

In addition to serving on the Traffic Records Coordinating Committee, DHHS representatives meet regularly with the HSO to outline upcoming data needs and program support. CODES data and activities are included in the State's Section 402/405c application and highway safety plans.

While an online querying tool is not yet available for any of the datasets maintained by DHHS, there are numerous fact sheets and comprehensive reports available from their web site. Examples of available reports include seatbelt facts and motorcycle data updated through 2019 and a variety of fact sheets covering impaired driving, safety equipment use, and crash severity.

1. **Emergency Medical Services (EMS)**

The Office of Emergency Health Systems Emergency Medical Services (EMS) Program within DHHS provides regulatory authority for EMS activities within Nebraska. The State is divided into four EMS regions containing 427 licensed EMS Services that respond to approximately 297,000 calls for service each year. In 2016, the Electronic Nebraska Ambulance Rescue Service Information System (ENARSIS) required EMS Services to submit all patient care reports electronically and within 72 hours of completion of a call. The State's EMS agencies are reporting data to DHHS directly through ENARSIS which is compliant with NEMSIS V.3.4. A fifty-cent surcharge on vehicle registration fees provide the initial and on-going funding for the EMS data collection system.

Table 6: EMS Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
			As of 3/31/2023	
Timeliness	% EMS reports sent to governing agency within 10 days of incident. Baseline: 38	100% of EMS reports sent to governing agency within 72 hours of incident.	97.10%	25
	% EMS reports sent to governing agency within 30 days. Baseline: 50	100% of EMS reports sent to governing agency within 72 hours of incident.	99.21%	25
	Mean # days from incident to data availability on statewide system. Baseline: 100	3 days	1.35 days	25
Accuracy	% EMS run locations that match statewide location coding. Baseline: 13	100%	100% (If this is referencing the location where the patient is delivered to)	25
Completeness	% of EMS agencies contributing to the statewide database. Baseline: 13	100%	398/420=94.76%	25
	% "missing" found during data audits of critical data elements. Baseline: 8	< 5%	Future measure planned	25
Uniformity	% of records on EMS database that meet the current NEMSIS standards. Baseline: 92	> 90% of records	26.85%	25
Accessibility	Data available to other departments, researchers and public.	Respond to aggregate and generate factsheets and reports.	Yes	31
Data Integration	% data collected through NARSIS, ENARSIS, and Omaha Fire and Rescue linked to CODES.	100% of records collected electronically.		21

2. Emergency Department and Hospital Discharge Data System

The Nebraska Hospital Association (NHA), comprised of 89 acute and specialty care hospitals within the State, collects uniform information on approximately 200,000 injury-related emergency department visits and 12,000 injury related hospital discharges each year. Information on each emergency department visit and hospital discharge is reported from acute care hospitals in Nebraska to the NHA. This information is reported using the Uniform Billing Form (UB-04) and is transmitted electronically to the NHA and then to DHHS. Hospital discharge records contain information on the date of admission, date of discharge, patient's age, gender, county of residence, and primary and secondary ICD-9-CM diagnosis codes and E-CODEs. The availability of both ambulatory care and hospital discharge data allows safety analysts to provide a more complete picture of the extent of motor vehicle injury in Nebraska.

Table 7: Emergency Department and Hospital Discharge Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from hospital/ED discharge until data is entered into database. Baseline: 30 days	Due to the nature of medical billing, there is not standard or requirement that can be imposed.	23.5 days.	25
	Number of days from end of quarter/year until data is available for analysis on a state level. Baseline: 270 days	Due to the nature of medical billing, there is not a standard or requirement that can be imposed.	90 days.	25
Accuracy	% of injury-related Emergency Department discharges containing a valid E-CODE. Baseline: 92%	95% of injury-related ED discharges contain a valid E-CODE.	93%	25
	% of hospital discharges records in the injury dataset containing a valid N-CODE and E-CODE. Baseline: 70%	95% of injury hospital discharges records contain a valid N-CODE and E-CODE.	61%	25
Completeness	% "missing" found during data audits of critical data elements. Baseline: 0	<1% of critical data elements found "missing".	Future measure planned.	25
Uniformity	% of hospitals participating in statewide database. Baseline: 95%	100% of hospitals participating in statewide database.	Future measure planned.	25
Accessibility	Data available to other departments, researchers and to the public. Baseline: Respond to aggregate and generate factsheets and reports.	Online query access by approved departments.	Selected for implementation by TRCC.	26
Data Integration	% data collected linked in CODES.	99% Linked.	Selected for implementation by TRCC.	26

3. Trauma Registry

Nebraska is divided into four trauma regions with 51 designated trauma centers throughout Nebraska. These trauma centers are designated as Comprehensive (2 hospital), Advanced (3 hospitals), Pediatric Advanced (1 hospital), General (5 hospitals), and Basic (40 hospitals). Comprehensive trauma centers are verified by the American College of Surgeons which is used to obtain state trauma designation. Advanced, General, and Basic trauma centers may be verified by the American College of Surgeons criteria to obtain state trauma designation or meet state regulatory requirements for state trauma designation. DHHS provides a web-based Trauma Registry that all hospitals with an emergency department are encouraged to participate in regardless of designation. All designated hospitals are required to submit data either directly or import into the Trauma Registry provided by DHHS.

Process Flow

There are two software systems in place for collection of trauma data in Nebraska, the hospital-based National Trauma Registry-American College of Surgeons (NTRACS) and the state web-based trauma registry developed by ImageTrend. Level I and II trauma centers initially enter data into NTRACS and then submit to DHHS on a monthly basis. Level III and IV trauma centers enter data directly into the state system, also on a monthly basis. The State Trauma Registrar integrates the data submitted to both systems into a common database.

Table 8: Trauma Registry Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from trauma center discharge until data is entered into database. Baseline: 3 months	To have data entered within 3 months of discharged from Emergency Department per Regulatory requirement.	91% within 3 months	25
Accuracy	% "missing" found during data audits of critical data elements. Baseline: <2.5%	To have no missing data in the fields of Injury Date and Time, ED Arrival Date and Time, ED Disposition, Primary Cause of Injury and Primary Diagnosis	2% error rate	25
Completeness	% of Hospitals contributing to the statewide Database	100%	52/52=100%	25
Uniformity	% of records in Trauma Registry that meet the Nebraska Data Dictionary	>95%	98.43%	25
Accessibility	Data available to other departments, researchers, public	To have a streamlined, easy to understand process to request and receive trauma registry data	Yes	26
Data Integration	% data collected linked to CODES	100% of data collected linked to CODES		26

4. Division of Vital Records (DVR)

Process Flow

Vital statistics are submitted through one of three processes: fully electronic, partial electronic, and manual.

The fully electronic record is initiated by the funeral home using Nebraska's Electronic Registration System (ERS). The electronic record is assigned to the appropriate medical certifier who completes the record electronically and places it in a queue to be registered and assigned a state file number.

The partial electronic record is initiated by the funeral home using the ERS. A copy is then printed out to be mailed or taken to the medical certifier for completion. The copy is then returned to the funeral home for submission to the State.

Manual records are also initiated by the funeral home using a typewriter or word processing software. These records then go to the medical certifier, back to the funeral home, and finally to the State either through regular mail or by manual pick-up. Cause of death fields are completed by State nosologists.

A fourth process was implemented a few years ago that is electronic but has a fax attestation component.

Through the National Center for Health Statistics, Nebraska cooperates with other states in the exchange of death records. DHHS collects data concerning deaths of all persons who died in Nebraska, and for all Nebraska resident deaths regardless of where the death took place.

Table 9: Division of Vital Records Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from death discharge until data is entered into database. Baseline: 10 days	5 days from death discharge.	Future measure planned.	25
	Number of days from end of quarter/year until final data is available for analysis on a state level. Baseline: 6 months	3 months from end of quarter.	Future measure planned.	25
	New project to migrate to electronic submission and verification.	100% records submitted electronic.	LB 786 passed in 2016 to require that all death records will be submitted electronically beginning July 21 st , 2016.	25
Accuracy	% "missing" found during data audits.	< 10% data missing.	To be determined.	25
Completeness	% of injury-related fatalities containing a valid cause code.	100% of fatalities contain valid code.	Future measure planned.	25
Uniformity	% of death records that are reported through the electronic system.	100% of records reported electronically.	49%	25
Accessibility	Data available to other departments, researchers, public.	To have a streamlined, easy to understand process to request and receive trauma registry data.	Selected for implementation by TRCC.	26

Table 9: Division of Vital Records Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Data Integration	% data collected linked to CODES.	100% of data collected linked to CODES	Selected for implementation by TRCC 4/21/16	26

5. Crash Outcome Data Evaluation System (CODES)

Nebraska has been a part of the CODES program since 1998, with DHHS staff managing the data files and conducting the linkage and analysis processes for NHTSA and the State. Over the years, the CODES program has become an integral part of the highway safety program in Nebraska.

Most recently, analysts within DHHS have successfully integrated crash data provided by NDOT with hospital discharge, EMS, and vital records data for calendar years 2008 through 2014. Incomplete statewide EMS data for previous years prevented its complete inclusion in the linkage process.

The CODES database allows for the analysis of persons injured as the result of a motor vehicle crash throughout their continuum of care. The integrated data are used for State specific applications and in response to NHTSA data requests. Analysts at DHHS are experienced in working with the available datasets and in performing deterministic and probabilistic linkage methodologies using SAS and CODES2000 software. The table below provides a sample of the variables available for linkage among the core CODES datasets.

Table 10: Variables to Link CODES Datasets

Crash	EMS	ED*	Hospital	Trauma Registry	Vital Statistics
First Name	YES	NO	NO	YES	YES
Last Name	YES	NO	NO	YES	YES
Date of Birth	YES	YES	YES	YES	YES
Crash Date	YES	YES	YES	YES	YES
Crash Time	YES	NO	NO	YES	YES
Crash County	YES	YES (hospital county)	YES (hospital county)	YES	YES (county of death)

*Emergency Department

Table 11: Crash Outcome Data Evaluation System Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	By May of each year a new CODES dataset will be generated (e.g. by May 2020, the CODES 2018 dataset will be generated)	13 months from the end of the year, the CODES dataset will be generated	The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.	22
Accuracy	% accuracy and consistency of ENARSIS data	By 2022, >80% of yearly crash records indicating EMS transport are linked		25
Completeness	Increasing the percentage of crash records linked with other records	Reduce false positive and false negative linkage rate (currently only for crash records linked with death certificate)		25

Uniformity	% data from State EMS agencies compliant with NEMSIS 3.0 standards	100% of EMS agencies compliant with current NEMSIS standards	85% of EMS agencies are compliant with NEMSIS	25
Accessibility	Data available to other departments, researchers and to the public	To have a streamlined, easy to understand process to request and receive CODES data		26
Data Integration	Public Health Data Center to develop online querying of CODES datasets	By 2017, have public health surveillance indicators from CODES posted on the PH Data Center website		26

V. Projects and Prioritization

Table 12 shows candidate projects identified by the TRCC. This list includes projects funded by all available funding sources, notes the system and quality category the project will address, whether the project has been selected for implementation and last update.

Table 12: Projects

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	4/20/23
2	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/ Adjudication	Testing new system.	Yes	4/20/23
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/20/23
5	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/20/23
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	4/20/23
7	Data Dictionary	Citation/ Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	2/1/22
8	Improve the data quality control program for the citation/adjudication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	2/1/22

Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
9	Citation Tracking	Citation/ Adjudication	Track citations from point of issuance to posting on the driver file	Yes	2/1/22
10	Linkage	Citation/ Adjudication	Linked with driver, vehicle, crash	Yes	2/1/22
11	Establish a linked DUI system (MIDRIS)	Driver & Citation/ Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	3/1/22
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	4/20/23
13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	4/20/23
14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Completed	4/21/22
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	4/20/23
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	4/21/22
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	4/20/23
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	4/20/23
19	Create workflow documentation	Vehicle	Include NMVTIS	No	4/20/23
20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	No	4/21/22
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	4/20/23
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	4/20/23
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/20/23

Table 12: Projects (continued)

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	4/20/23
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	4/20/23
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.		4/20/23
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	4/20/23
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	4/20/23
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	4/20/23
30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	4/20/23
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/20/23
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	4/21/22
33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	4/20/23
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	4/20/23

VI. Projects Selected for Implementation

The following projects were selected for implementation by the TRCC:

Project # 1	Project Name: Investigator’s Electronic Crash Reporting System					
Lead Agency: NDOT	Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628					
Project Description / Purpose: To improve the investigator’s electronic crash reporting system.						
System: Quality Category Project will Address: Crash Records						
Target or Deficiency Project will Address: <ul style="list-style-type: none"> To reduce the current average of 2 hours to an average of less than 30 minutes for submittal of an Investigator’s report. To increase the accuracy rate of Investigator’s submitted reports by eliminating manual entry of key data. To reduce the amount of amended reports being submitted to NDOT by eliminating the manual entry of data. To reduce the amount of rework required by the data entry unit by reducing the amount of incoming amended reports. To reduce the amount of time it takes an officer / supervisor to approve an entered investigator’s report. 						
Update: NDOT received 85.6% of crash reports electronically in 2020. In August 2021, Legislative Bill 174 went into effect and included the following changes: 1) Increase minimum property damage crash reportability threshold from “greater than \$1,000” to “equal or exceeds \$1,500,” 2) Remove requirement for a driver to complete driver’s report if the crash is investigated by an officer, and 3) Redact all birth dates and driver’s license numbers from publicly available investigator’s crash reports.” These changes will be implemented into NE’s crash reports. 2022: NDOT and NSP are working with Omaha PD to move to all-electronic crash reports, citations, etc. this fiscal year. 4/21/22: Omaha PD is projected to be electronic by July; a TraCS update is projected for May 3. 4/20/23: Investigator Crash Report System (ICR) went live for Kearney PD and Buffalo County went live on September 23, 2022 and for Omaha PD on February 15, 2023. Omaha PD has a backlog of 8000+ paper reports, estimated to take six months to enter.						
Estimated Budget/Funding	Source	2022	2023	2024	2025	2026
Source by Year:	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 2	Project Name: Develop a "Smart Map" Harmonized Location Referencing System					
Lead Agency: NDOT/NCC	Contact Information: Sean Owings and sean.owings@nebraska.gov (402) 479-4628			Drew Bigham drew.bigham@nebraska.gov (402) 471-3992		
Project Description / Purpose: Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. The "smart map" would use the identified crash location latitude/longitude to interface with NDOT's LRS and roadway inventory data. Ability to overlay enforcement with citation and crash records.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data. NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the map's latitude/longitude data into the TraCS or other collection software databases, identify the LRS route and reference post information, and transmit the latitude/longitude and LRS information into NDOT's database.						
Update: The TLT (TraCS Location Tool) is built into TraCS. All agencies using this reporting method will use the TLT to place the crash's location. February 2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. 4/20/23: 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.						
Estimated Budget/Funding	Source	2022	2023	2024	2025	2026
Source by Year:	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 3	Project Name: Establish a comprehensive, formal quality control program for crash data					
Lead Agency: NDOT	Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628					
Project Description / Purpose: Establish a comprehensive, formal quality control program for crash data.						
System: Quality Category Project will Address: Crash Records						
Target or Deficiency Project will Address: <ul style="list-style-type: none"> • A complete set of operationally relevant data quality performance measures for the crash system covering timeliness, accuracy, completeness, consistency, integration, and accessibility. • A formal method of counting and tracking errors and providing feedback to law enforcement agencies. • A link between error tracking and training content so that common errors can be documented and addressed in the academies and in periodic refresher training. • Assured coordination with key users to ensure that errors noted by users of the data are logged, corrected (where feasible), and addressed in training, instruction manuals and help files for data collectors. • Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form. 						
Update: 4/21/22: This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a new quality control program based on the functionality of the new database. The quality control program will establish a formal process of accessing crash data quality with robust performance measures. NDOT will use NHTSA's Model Performance Measures for State Traffic Records Systems as guide during development of the quality control program.						

4/20/23: Currently, in the maintenance phase and refining the CID system's rules.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section:	\$0	\$0	\$0	\$0	\$00

Project # 4	Project Name: Improve the Data Dictionary for the Crash Data System					
Lead Agency: NDOT	Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628					
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the crash data completeness and accuracy.						
Update: This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a full set of new data dictionary documentation based on the new database. 4/21/22: Estimated that 2021 year-end data will be completed around Sept 2022. 4/20/23: Estimated to take until 2025 to enter the 2021 and 2022 backlog of reports.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 5	Project Name: Improve the Process/Procedures Flows for the Crash Data System					
Lead Agency: NDOT	Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628					
Project Description / Purpose: Create a process flow diagram for collection, reporting and posting of crash data.						
System: Quality Category Project will Address: Traffic Records						

Target or Deficiency Project will Address:

Improve the completeness and accuracy of crash data.

Update:

This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021.

NTIP will have an update in June 2022 that will allow two different data systems running parallel to each other: 2021 and future crashes; 2020 and past crashes.

4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes.

4/20/23: 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.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 6	Project Name: Improve the Interfaces with the Crash Data System
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Lead Agency:

NDOT

Contact Information:

Sean Owings

sean.owings@nebraska.gov

(402) 479-4628

Project Description / Purpose:

Improve the timeliness and availability with real-time interfaces for driver, vehicle, and roadway data systems.

System: Quality Category Project will Address: Traffic Records

Target or Deficiency Project will Address:

Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.

Update:

This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing data integration and improving accessibility as the new database is stabilized.

4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes.

Once Omaha PD becomes electronic, it is estimated that only 10% of crash reports will be paper.

4/20/23: 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. Current rate of 76.52% electronic with OPD submitting electronically starting at mid-February 2023.

Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 7	Project Name: Citation/Adjudication System Data Dictionary
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Lead Agency:

Nebraska Crime Commission

Contact Information:

Drew Bigham

drew.bigham@nebraska.gov

		(402) 471-3992				
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Create an approved data dictionary for the Citation/Adjudication system including all databases.						
Update: 7/24/20: eCitation data is validated during a testing phase when onboarding new LEA agencies onboard. The NCC has the XML spec for the eCitation data collection process available on the NCC website. 2/1/22: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$255,000	\$487,710	\$325,205	\$316,534	\$296,000

Project # 8		Project Name: Improve the Data Quality Control Program for the Citation/Adjudication System				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Implement performance measures and trend analysis to assess data quality. These will include a complete set of data quality performance measures for the citation/adjudication systems covering timeliness, accuracy, completeness, consistency, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data accuracy by tracking all needed improvements. Develop a performance measure grid with all six attributes being updated annually.						
Update: 07/24/2020: Live data outside of the test environment is validated per the Nebraska Supreme Court Uniform Form specifications. Non-Nebraska Supreme Court variables (i.e., lat/long) are also validated. Validation also includes contingency variables reviews. Amazingly, NCC sees only 3-4 citations with errors every quarter. In December 2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 9		Project Name: Citation Tracking System				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.						
System: Quality Category Project will Address: Citation and Adjudication Records						
Target or Deficiency Project will Address: Launch an integrated system that will track 100% of citations through adjudication.						
Update: 07/24/2020: XSD/XML is publicly available for all vendors to adhere to. eFiling application is finalized, NCC anticipates prosecutors to begin to use by EOY. Further launch of this system is planned for FY2021. 2021: Testing XML Data with two vendors. 3/1/2021: Still working to get the new crash form integrated into NCJIS. 12/1/2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement. 1/1/2022: eFiling is being set up with County and City Attorneys. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$255,000	\$487,710	\$325,205	\$316,534	\$296,000

Project # 10		Project Name: Citation/Adjudication Data Linkage				
Lead Agency: Nebraska Crime Commission		Contact Information: Drew Bigham drew.bigham@nebraska.gov (402) 471-3992				
Project Description / Purpose: Link data within citation/adjudication system and with driver, vehicle, and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle, and crash data systems.						
Update: 07/24/2020: Crash Form does not require the Citation number as a required field. Linking two data collection projects will be only available when data is present in both places. Citation data is available for prosecutors in NCJIS, see eFiling enhancement above in Project #14. 2021: NCC no longer has a preferred RMS vendor. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 11		Project Name: Establish a Linked DUI System (MIDRIS)				
Lead Agency: Nebraska Crime Commission / Department of Motor Vehicles		Contact Information: Drew Bigham (vacant) drew.bigham@nebraska.gov @nebraska.gov (402) 471-3992 402-471-				
Project Description / Purpose: Linked to the driver system electronically. Include driver sanctions and all citations written by law enforcement.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.						
Update: 07/24/2020: NCC will work with DMV to establish metric to ensure 100% linkage. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 12		Project Name: Develop Traffic Records Inventory				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Create a document that contains the description and details of all the traffic records data including the data manager for each system.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of all the data systems to allow integration.						
Update: 2/1/2022: Updates to the Traffic Records System Plan were made. 4/21/2022: Staffing updates to the Traffic Records System Plan were made. 5/1/2022: Updates to the Traffic Records System Plan were made. 6/9/2022: Updates to the Traffic Records System Plan were made for the yearly Highway Safety Plan. 4/20/2023: Updates to the Traffic Records System Plan were made.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 13		Project Name: Improve Quality Control and Quality Improvement Programs				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Allows the opportunity to measure all performance goals for all data systems.						
Update: Selected for implementation by the TRCC. A request has been sent to each data system manager with format and guidelines. 4/20/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 14		Project Name: Develop a Lifecycle Cost Consideration for Projects				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Develop a lifecycle cost consideration for projects to ensure long-term projects are successful beyond federal funding.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of projects by considering the long-term and on-going costs.						
Update: Selected for implementation by the TRCC. The lifecycle cost consideration is reviewed during the initial grant contract proposal application review.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 15		Project Name: Create a Process Flow for the Driver Data System				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Develop a process flow chart for the driver data system to document all processes.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the driver data system.						
Update: 3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/2022: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/2023: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 16		Project Name: Create a Data Dictionary for the Driver Data System.				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472			Betty Johnson betty.Johnson@nebraska.gov 402-471-3909	
Project Description / Purpose: Create a data dictionary for the driver data system that will include all the data elements, validation rules and any elements that will be captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy and completeness of the driver system data.						
Update: 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle).						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022	2023	2024	2025	2026
		\$0	\$0	\$0	\$0	\$0

Project # 17		Project Name: Implement the Quality Control Program for the Driver Data System				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472			Betty Johnson betty.Johnson@nebraska.gov 402-471-3909	
Project Description / Purpose: Develop quality control program for the Driver data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the driver data system.						
Update: 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022	2023	2024	2025	2026
		\$0	\$0	\$0	\$0	\$0

Project # 18		Project Name: Deny PRISM Reincarnated Carriers				
Lead Agency: Department of Motor Vehicles		Contact Information: Cathy Beedle cathy.Beedle@nebraska.gov 402-471-3894				
Project Description / Purpose: Develop the process to deny registration to the PRISM reincarnated carriers.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the vehicle data systems.						
Update: Project will be considered in the future.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 19		Project Name: Create Workflow Documentation for the Vehicle Database				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472		Betty Johnson betty.Johnson@nebraska.gov 402-471-3909		
Project Description / Purpose: Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS).						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines.						
Update: 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 20		Project Name: Create Vehicle System Performance Measures				
Lead Agency: Department of Motor Vehicles		Contact Information: Matt Coatney matt.coatney@nebraska.gov 402-471-1472				
		Betty Johnson betty.johnson@nebraska.gov 402-471-3909				
Project Description / Purpose: Develop quality control program for the vehicle data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy of the vehicle data system.						
Update: Project will be considered in the future.						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022 \$0	2023 \$0	2024 \$0	2025 \$0	2026 \$0

Project # 21		Project Name: Nebraska Emergency Medical Services Data Quality Improvement				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
Project Description / Purpose: Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules.						
System: Quality Category Project will Address:						
Target or Deficiency Project will Address: 100% of EMS records will be submitted electronically in eNarsis.						
Update: In September 2021, discussions were held about preparing five-year EMS reports. For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022 \$0	2023 \$0	2024 \$0	2025 \$0	2026 \$0

Project # 22		Project Name: CODES – Linking data					
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566					
Project Description / Purpose: To create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data. Resolve errors and issues with final data.							
System: Quality Category Project will Address:							
Target or Deficiency Project will Address: CODES will create one uniform database to evaluate Nebraska’s fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates.							
Update: Annual reports created for: CODES, motorcycle helmet use, seat belt use. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.							
Estimated Budget/Funding Source by Year:		Source	2022	2023	2024	2025	2026
		Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 23		Project Name: E-CODE Data Quality Improvement					
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566					
Project Description / Purpose: E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data.							
System: Quality Category Project will Address:							
Target or Deficiency Project will Address: The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.							
Update: For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two. 4/21/22: Updated E-CODE data to pull more ICD-10 codes from annual raw hospital discharge data. 4/20/23: Completed the SAS code for creating the 2017-2022 Motor Vehicle Crashes (MVC)-related Hospitalizations and Emergency Department (ED) Visits dataset using E-code data; completed the SAS code for creating the 2017-2021 Fall-related Hospitalizations and ED Visits using E-code data. As well as, started to work on the preliminary analysis of the trend of MVC-related Hospitalizations & ED Visits.							
Estimated Budget/Funding Source by Year:		Source	2022	2023	2024	2025	2026
		Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 24	Project Name: Create a Data Dictionary for the EMS/Injury Surveillance Systems					
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
Project Description / Purpose: Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accuracy and uniformity of the EMS/Injury Surveillance System data.						
Update: Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 25	Project Name: Create System Performance Measures for the EMS/Injury Surveillance Systems						
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566					Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124
Project Description / Purpose: Develop quality control program for the EMS/Injury Surveillance data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.							
System: Quality Category Project will Address: Traffic Records							
Target or Deficiency Project will Address: Improve the data in the EMS/Injury Surveillance systems.							
Update: Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals based on their desired information. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.							
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026	
	Section: 405c	\$0	\$0	\$0	\$0	\$0	

Project # 26		Project Name: Interfaces/linkage for EMS/Injury Surveillance Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
		Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124				
Project Description / Purpose: Link all EMS/Injury surveillance systems possible within current statutes.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the linkage of the EMS/Injury Surveillance data.						
Update: In 2022, DHHS is working with the Nebraska Hospital Association (NHA) for 2020 data linkage and developing annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 27		Project Name: Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
		Tim Wilson Tim.Wilson@nebraska.gov 402-471-0124				
Project Description / Purpose: Add rehabilitation data to the current data systems.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of the EMS/Injury Surveillance data.						
Update: As of July 2020, the Trauma Regulations are going to a third hearing and then through the remaining approvals. This will include updates for Rehab and Burn centers data collection requirements. 4/20/23: Trauma Regulations have passed effective 5/17/2022. There is currently no designated rehab or burn facilities so no data is being collected from those facilities at this time.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 28		Project Name: Track Frequency, Severity, & Nature of Injuries in MVC				
Lead Agency: DHHS		Contact Information: Ming Qu Ming.Qu@nebraska.gov (402) 471-0566				
Project Description / Purpose: Track the frequency, severity, and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the completeness of EMS/injury surveillance data.						
Update: 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 29		Project Name: Allow Access to Roadway Data				
Lead Agency: NDOT		Contact Information: Walter Moy walter.moy@nebraska.gov 402-479-4755				
Project Description / Purpose: Allow access to the roadway data for information users and other departments that could update the information.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the accessibility of the roadway data.						
Update: 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Working with the NDOT GIS team on requests for roadway data in shapefile form						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 30		Project Name: Develop a Quality Control Program for the Roadway Data				
Lead Agency: NDOT		Contact Information: Walter Moy walter.moy@nebraska.gov 402-479-4755				
Project Description / Purpose: Develop quality control program for the roadway data system including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences. Develop a comprehensive data dictionary.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the data accuracy of the roadway data system.						
Update: 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Created a new "Data Translation Unit", their purpose is to run data quality checks and reports for HMPS purposes, create new data reports, and answer any roadway data questions. Conducted Lean Six Sigma project to streamline and uniformly inventory and map county roads.						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022 \$0	2023 \$0	2024 \$0	2025 \$0	2026 \$0

Project # 31		Project Name: Provide Truly Integrated Data				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Work with all data system administrators to integrate all the traffic records systems.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data integration of all the data systems.						
Update: 2021-2022: Held quarterly TRCC meetings to collaborate with all Contributors. 2022-2023: Held quarterly TRCC meetings to collaborate with all Contributors.						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2022 \$0	2023 \$0	2024 \$0	2025 \$0	2026 \$0

Project # 32		Project Name: Conduct a Training Needs Assessment				
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick ashley.pick@nebraska.gov 402-471-2567				
Project Description / Purpose: Conduct a training needs assessment with all core data system users.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve data and user's ability to efficiently use the data. This process will also be used to track the various trainings offered.						
Update:						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 33		Project Name: Highway Safety Information System Database Rewrite				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUCC version 4 data elements, making NDOT 100% MMUCC version 4 compliant.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: The target of this project is to improve the crash data completeness to 100% MMUCC version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.						
Update: Project plans are completed to start in October 2016. 7/21/16: Directed by Dan Waddle to create a Request For Proposal (RFP) to replace the system. I'm currently performing the requirement gathering phase of the project. 10/20/16: A rewriting of the Highway Safety Information system (HSI) is required in order to accommodate the new Model Minimum Uniform Crash Criteria (MMUCC) 4+ data elements and table structure. At this time NDOT knows the HSI database needs to be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27 th will dictate the direction of the upgrade and the go-live date for the complete MMUCC 4+ Upgrade Project. 1/5/17: The MMUCC coding team met with NDOT's upper management on October 27, 2016 to discuss the project's scope, time and cost. With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week. 4/20/17: NDOT received one response, we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third-party solution. 4/20/18: Since a complete replacement of the current vehicle crash database is needed to accommodate the MMUCC 5 data requirements, NDOT has made the decision to replace the current database. A Request for Proposal (RFP) was completed and posted on December 28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site. 7/16/20: The vendor (LexisNexis) to date has created the Administration, Transcriber, Transcriber Quality Control, and Indexing screens. Work is currently being done on the Location Mapping and Location Mapping Quality Control screens; as well as, the workflow, incoming electronic report matching, and report validation processes. The MMUCC5 (CID) project is on schedule with a "go-live" date of January 1, 2021. 5/27/21: MMUCC 6, Crash Information Database (CID) system was launched 1/1/2021, but some reporting details continue to be resolved. A NHTSA Go-Team will be requested to verify the MMUCC mapping as soon as all issues are resolved. July 2021: Justice Data Solutions (JDS) completed their system's front-end process to allow agencies reporting through JDS system to enter a MMUCC 5 report. 10/18/21: The Investigator Crash Reporting system (ICR) passed State certification and is targeting the end of the year to have the Omaha Police Department (OPD) officers trained and the ICR deployed. ICR going live in Q1 of 2022. 4/20/23: OPD went live with the ICR mid-February 2023. OPD is 100% electronic in submitting vehicle crash reports.						
Estimated Budget/Funding Source by Year:	Source Section: 405c	2017 \$0	2018 \$100,000.00	2019 \$0	2020 \$0	2021 \$0

Project # 34		Project Name: Crash and Roadway Data Interface for Roadway Safety Analysis				
Lead Agency: NDOT		Contact Information: Sean Owings sean.owings@nebraska.gov (402) 479-4628				
Project Description / Purpose: Improve interface of crash data and roadway data by linking crash data, roadway LRS, and roadway data in a new safety analysis software. The newly linked roadway data will include MIRE FDE data.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Improve the interfaces with crash data system to reflect best practices.						
Update: NDOT kicked off implementation of AASHTOWare Safety analysis software and is identifying and compiling roadway, LRS, and crash data. Implementation is planned for completion in 2022. 4/20/23: AASHTOWare Safety is in production with a limited dataset. NDOT is in the process of mapping the historical data to the new AASHTOWare Safety. Once mapped, AASHTOWare Safety will have access to crash data from 1/1/2003 – current completed data.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

VII. Index of Acronyms

AAMVA	American Association of Motor Vehicle Administrators	MIRE	Model Inventory of Road Elements
ALR	Administrative License Revocation	MMUCC	Model Minimum Uniform Crash Criteria
CAD	Computer Aided Dispatch	NCJIS	Nebraska Criminal Justice Information System
CID	Crash Information Database	NDOT NEMSIS	Nebraska Department of Transportation National Emergency Management System Information System
CODES	Crash Outcome Data Evaluation System		
DHHS	Nebraska Department of Health and Human Services	NHA	Nebraska Hospital Association
DMV	Nebraska Department of Motor Vehicles	NHTSA	National Highway Traffic Safety Administration
DUI	Driving Under the Influence (of alcohol or drugs)	NMVTIS	National Motor Vehicle Title Information System
ED	Emergency Department		
EMS	Emergency Medical Services	NTRACS	National Trauma Registry-American College of Surgeons
ENARSIS	Electronic Nebraska Ambulance Rescue Service Information System	OPD	Omaha Police Department
ERS	Nebraska's Electronic Registration System		
FHWA	Federal Highway Administration	PDO	Property Damage Only
Highway Safety Manual	American Association of State Highway and Transportation Officials www.highwaysafetymanual.org/Documents/HSMP-1.pdf	SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005
HPMS	Highway Performance Monitoring System	SAS	Statistical Analysis Software
HSI	Highway Safety Information	SHSP	Strategic Highway Safety Plan
HSIP	Highway Safety Improvement Program	TRA	Traffic Records Assessment
HSO	Nebraska Department of Transportation - Highway Safety Office		
IHI	Integrated Highway Inventory	TraCS	Traffic and Criminal Software
IRP	International Registration Plan	TRCC	Traffic Records Coordinating Committee
JUSTICE	Nebraska Trial Courts Case Search System	Traffic Safety Information System Improvement Program	Implementation of the Traffic Records System Plan Targets and priorities
LEA	Law Enforcement Agency		
LRS	Location Reference Systems	U.S. DOT	United States Department of Transportation
MACH	Mobile Architecture for Communications Handling		
MIDRIS	Model Impaired Driving Records Information System		

HSP Attachment B Racial Profiling Data Collection Grant

Nebraska Commission on Law Enforcement and Criminal Justice (Crime Commission)

Traffic Stops in Nebraska (Racial Profiling Data) – Agency/County Traffic Stop Data Reports

Annual statistical data publicly available on the Nebraska Commission on Law Enforcement and Criminal Justice by county and law enforcement agency: <https://ncc.nebraska.gov/traffic-stops-nebraska>

Nebraska Racial Profiling Revised Statutes

20-501. Racial profiling; legislative intent.

Racial profiling is a practice that presents a great danger to the fundamental principles of a democratic society. It is abhorrent and cannot be tolerated. An individual who has been detained or whose vehicle has been stopped by the police for no reason other than the color of his or her skin or his or her apparent nationality or ethnicity is the victim of a discriminatory practice.

Source: Laws 2001, LB 593, § 1; Laws 2013, LB99, § 1.

20-502. Racial profiling prohibited.

(1) No member of the Nebraska State Patrol or a county sheriff's office, officer of a city or village police department, or member of any other law enforcement agency in this state shall engage in racial profiling. The disparate treatment of an individual who has been detained or whose motor vehicle has been stopped by a law enforcement officer is inconsistent with this policy.

(2) Racial profiling shall not be used to justify the detention of an individual or to conduct a motor vehicle stop.

Source: Laws 2001, LB 593, § 2; Laws 2013, LB99, § 2.

20-503. Terms, defined.

For purposes of sections 20-501 to 20-506:

(1) Disparate treatment means differential treatment of persons on the basis of race, color, or national origin;

(2) Motor vehicle stop means any stop of a motor vehicle, except for a stop of a motor truck, truck-tractor, semitrailer, trailer, or towed vehicle at a state weighing station; and

(3) Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

Source: Laws 2001, LB 593, § 3; Laws 2004, LB 1162, § 1.

20-504. Written racial profiling prevention policy; contents; Nebraska Commission on Law Enforcement and Criminal Justice; powers; duties; records maintained; immunity; law enforcement officer, prosecutor, defense attorney, or probation officer; report required.

(1) On or before January 1, 2014, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall adopt and provide a copy to the Nebraska Commission on Law Enforcement and Criminal Justice of a written policy that prohibits the detention of any person or a motor vehicle stop when such action is motivated by racial profiling. Such racial profiling prevention policy shall include definitions consistent with section 20-503 and one or more internal methods of prevention and enforcement, including, but not limited to:

(a) Internal affairs investigation;

(b) Preventative measures including extra training at the Nebraska Law Enforcement Training Center focused on avoidance of apparent or actual racial profiling;

(c) Early intervention with any particular personnel determined by the administration of the agency to have committed, participated in, condoned, or attempted to cover up any instance of racial profiling; and

(d) Disciplinary measures or other formal or informal methods of prevention and enforcement.

None of the preventative or enforcement measures shall be implemented contrary to the collective-bargaining agreement provisions or personnel rules under which the member or officer in question is employed.

(2) The Nebraska Commission on Law Enforcement and Criminal Justice may develop and distribute a suggested model written racial profiling prevention policy for use by law enforcement agencies, but the commission shall not mandate the adoption of the model policy except for any particular law enforcement agency which fails to timely create and provide to the commission a policy for the agency in conformance with the minimum standards set forth in this section.

(3) With respect to a motor vehicle stop, on and after January 1, 2002, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall record and retain the following information using the form developed and promulgated pursuant to section 20-505:

(a) The number of motor vehicle stops;

(b) The characteristics of race or ethnicity of the person stopped. The identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop and the information shall not be required to be provided by the person stopped;

(c) If the stop is for a law violation, the nature of the alleged law violation that resulted in the motor vehicle stop;

(d) Whether a warning or citation was issued, an arrest made, or a search conducted as a result of the motor vehicle stop. Search does not include a search incident to arrest or an inventory search; and

(e) Any additional information that the Nebraska State Patrol, the county sheriffs, all city and village police departments, or any other law enforcement agency in this state, as the case may be, deems appropriate.

(4) The Nebraska Commission on Law Enforcement and Criminal Justice may develop a uniform system for receiving allegations of racial profiling. The Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegation. No information revealing the identity of the law enforcement officer involved in the stop shall be used, transmitted, or disclosed in violation of any collective-bargaining agreement provision or personnel rule under which such law enforcement officer is employed. No

information revealing the identity of the complainant shall be used, transmitted, or disclosed in the form alleging racial profiling.

(5) Any law enforcement officer who in good faith records information on a motor vehicle stop pursuant to this section shall not be held civilly liable for the act of recording such information unless the law enforcement officer's conduct was unreasonable or reckless or in some way contrary to law.

(6) On or before October 1, 2002, and annually thereafter, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and all other law enforcement agencies in this state shall provide to the Nebraska Commission on Law Enforcement and Criminal Justice, in such form as the commission prescribes, a summary report of the information recorded pursuant to subsection (3) of this section.

(7) The Nebraska Commission on Law Enforcement and Criminal Justice shall, within the limits of its existing appropriations, including any grant funds which the commission is awarded for such purpose, provide for an annual review and analysis of the prevalence and disposition of motor vehicle stops based on racial profiling and allegations of racial profiling involved in other detentions reported pursuant to this section. After the review and analysis, the commission may, when it deems warranted, inquire into and study individual law enforcement agency circumstances in which the raw data collected and analyzed raises at least some issue or appearance of possible racial profiling. The commission may make recommendations to any such law enforcement agency for the purpose of improving measures to prevent racial profiling or the appearance of racial profiling. The results of such review, analysis, inquiry, and study and any recommendations by the commission to any law enforcement agency shall be reported annually to the Governor and the Legislature. The report submitted to the Legislature shall be submitted electronically.

(8) Any law enforcement officer, prosecutor, defense attorney, or probation officer, unless restricted by privilege, who becomes aware of incidents of racial profiling by a law enforcement agency, shall report such incidents to the Nebraska Commission on Law Enforcement and Criminal Justice within thirty days after becoming aware of such practice.

Source: Laws 2001, LB 593, § 4; Laws 2004, LB 1162, § 2; Laws 2006, LB 1113, § 19; Laws 2010, LB746, § 1; Laws 2012, LB782, § 21; Laws 2013, LB99, § 3.

20-505. Forms authorized.

On or before January 1, 2002, the Nebraska Commission on Law Enforcement and Criminal Justice, the Superintendent of Law Enforcement and Public Safety, the Attorney General, and the State Court Administrator may adopt and promulgate (1) a form, in printed or electronic format, to be used by a law enforcement officer when making a motor vehicle stop to record personal identifying information about the operator of such motor vehicle, the location of the stop, the reason for the stop, and any other information that is required to be recorded pursuant to subsection (3) of section 20-504 and (2) a form, in printed or electronic format, to be used to report an allegation of racial profiling by a law enforcement officer.

Source: Laws 2001, LB 593, § 5; Laws 2013, LB99, § 4.

20-506. Racial Profiling Advisory Committee; created; members; duties.

(1) The Racial Profiling Advisory Committee is created.

(2)(a) The committee shall consist of:

(i) The executive director of the Nebraska Commission on Law Enforcement and Criminal Justice, who also shall be the chairperson of the committee;

- (ii) The Superintendent of Law Enforcement and Public Safety or his or her designee;
 - (iii) The director of the Commission on Latino-Americans or his or her designee; and
 - (iv) The executive director of the Commission on Indian Affairs or his or her designee.
- (b) The committee shall also consist of the following persons, each appointed by the Governor from a list of five names submitted to the Governor for each position:
- (i) A representative of the Fraternal Order of Police;
 - (ii) A representative of the Nebraska County Sheriffs Association;
 - (iii) A representative of the Police Officers Association of Nebraska;
 - (iv) A representative of the American Civil Liberties Union of Nebraska;
 - (v) A representative of the AFL-CIO;
 - (vi) A representative of the Police Chiefs Association of Nebraska;
 - (vii) A representative of the Nebraska branches of the National Association for the Advancement of Colored People; and
 - (viii) A representative of the Nebraska State Bar Association appointed by the Governor from a list of attorneys submitted by the executive council of the Nebraska State Bar Association.
- (3) The committee shall meet and organize within thirty days after the appointment of the members. The committee shall meet semiannually at a time and place to be fixed by the committee. Special meetings may be called by the chairperson or at the request of two or more members of the committee.
- (4) The committee shall advise the commission and its executive director in the conduct of their duties regarding (a) the completeness and acceptability of written racial profiling prevention policies submitted by individual law enforcement agencies as required by subsection (1) of section 20-504, (b) the collection of data by law enforcement agencies, any needed additional data, and any needed additional analysis, investigation, or inquiry as to the data provided pursuant to subsection (3) of section 20-504, (c) the review, analysis, inquiry, study, and recommendations required pursuant to subsection (7) of section 20-504, including an analysis of the review, analysis, inquiry, study, and recommendations, and (d) policy recommendations with respect to the prevention of racial profiling and the need, if any, for enforcement by the Department of Justice of the prohibitions found in section 20-502.

Source: Laws 2004, LB 1162, § 5; Laws 2010, LB746, § 2; Laws 2013, LB99, § 5.



NEBRASKA

IMPAIRED DRIVING STRATEGIC PLAN

Presented by the
Nebraska Impaired Driving Task Force



June 2, 2023

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Executive Summary

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem and discusses potential new strategies. This Plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

About the Impaired Driving Task Force

The Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) under the authority of the designated Governor's Highway Safety Representative, established the Impaired Driving Task Force (IDTF). The Charter for the IDTF, which outlines the membership, duties, administration, and duration, is included in the Appendix.

The NDOT-HSO will manage the IDTF as a priority program. The strategies and targets developed by the IDTF will be tracked for progress along with all impaired driving projects by the NDOT-HSO.

The IDTF was initially convened in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy and non-profit groups whose missions include addressing impaired driving. The membership and their affiliations are also included in the Appendix.

Mission

The mission of the Impaired Driving Strategic Plan is to reduce and prevent impaired driving fatalities and serious injury crashes.

Impaired Driving Strategic Plan Priorities

- Identify ways to improve programs aimed at education of population about dangers of impaired driving and aimed at prevention of impaired driving.
- Allocate resources (funding and staffing) in support of impaired driving programs.
- Promote effective policies and best practices.
- Review current laws, regulations, and enforcement (and driver licensing control).
- Review adjudication processes and make suggestions.
- Review current treatment/rehabilitation strategies and make suggestions.
- Regain and maintain over the long-term a low-range alcohol-impaired classification by continuing to reduce impaired driving fatalities.

Targets

- Reduce alcohol-impaired fatal, A and B crashes by 11.4 percent from 520 (2016-2020 rolling average) to 461, by December 31, 2024, and by 17.4 percent to 430 by December 31, 2026.
- To decrease the increasing trend for alcohol-impaired driving fatalities by maintaining a constant trend of 65 (5 year rolling average in 2016-2020) through December 31, 2024 and December 31, 2026.

Long Range Target

- Reduce alcohol-impaired driving fatality rate per 100 million VMT by 2 points from .31 (2016 - 2020 five year rolling average) to .29 by December 31, 2026.

*Targets are based on a 5-year average linear trend line.

Meeting Schedule

The proposed meeting schedule of the Task Force during 2023/2024 will be as follows:

FY2023:

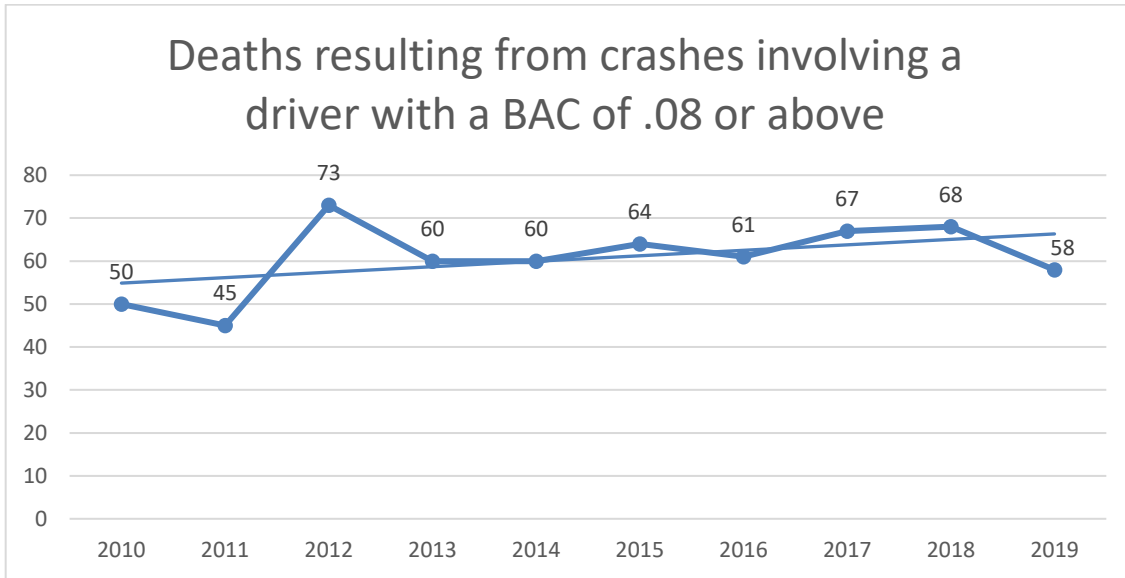
- November 15, 2022
- January 17, 2023
- May 23, 2023
- August 29, 2023

FY2024

- November 21, 2023
- February 13, 2024
- May 21, 2024
- August 20, 2024

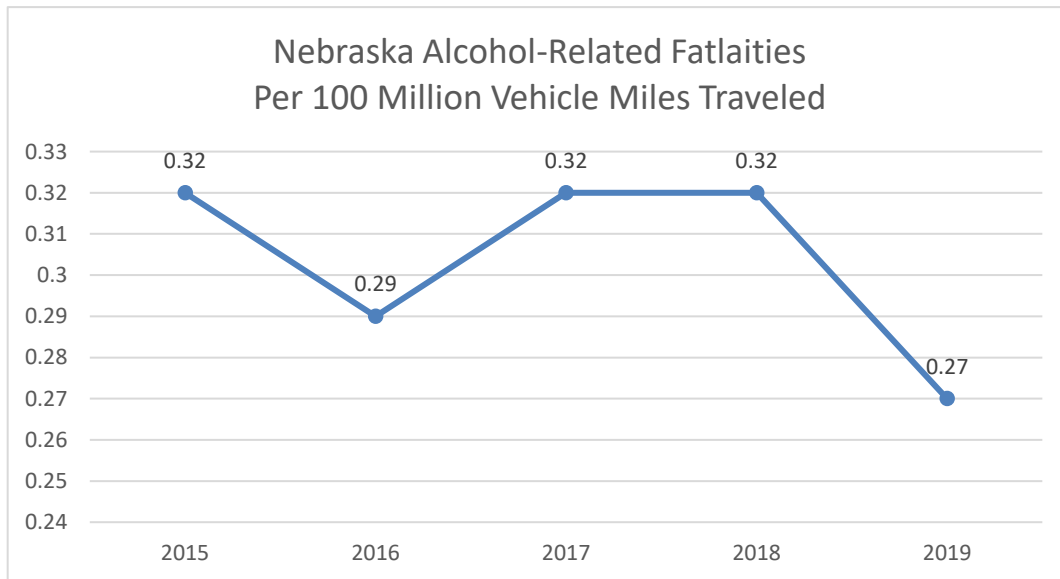
Program Data

Nebraska has made some progress during the last decade in reducing alcohol-impaired driving fatalities. During 2019, 58 persons were killed in crashes in Nebraska involving a driver with a BAC of .08 or above. Alcohol-impaired fatalities have fluctuated over that last decade, reaching a high of 73 in 2012 and a low of 45 in 2011. Each year approximately 26% of all traffic fatalities in Nebraska involve an alcohol-impaired driver.



Source: FARS 2010 – 2019

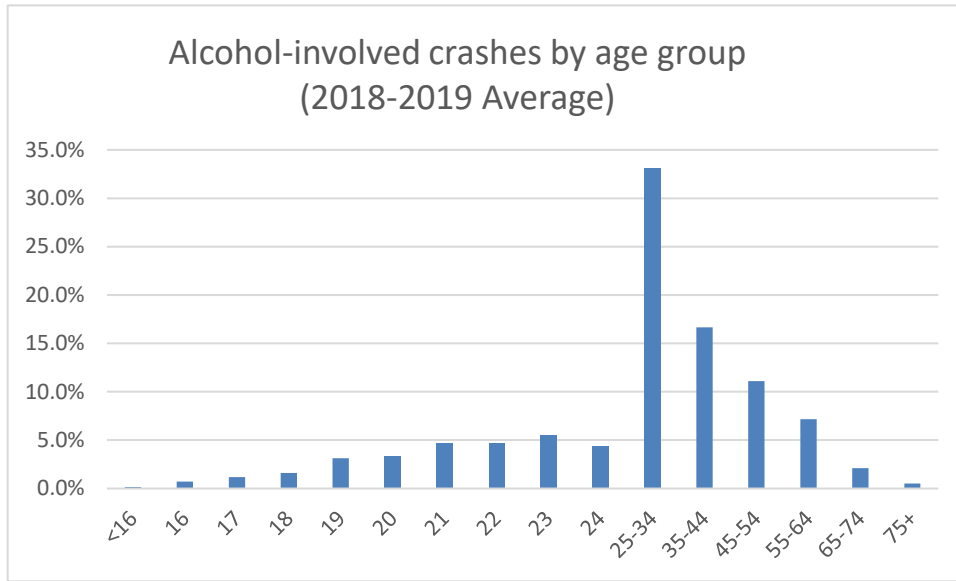
Even though the number of alcohol-impaired driving fatalities has remained steady in the past decade, there has been a decrease in fatalities per vehicle mile traveled (VMT) in 2019. In 2019, there were .27 alcohol-impaired driving fatalities per 100 million VMT, a decrease of 16% since 2015.



Source: NDOT Highway Safety Office, 7/2/2020

Alcohol is more often involved in fatal crashes, 58 out of 248 in 2019 (23.4%), than in all injury crashes at 657 out of 17,198 in 2019 (4%). Among drivers in all injury crashes in Nebraska during 2019, 637 of 21,862 had been drinking (3%).

Alcohol involvement in crashes varies substantially by the age of the driver. As shown below, alcohol involvement is highest in crashes among drivers between 24 – 34 years of age.



Source: NDOT - Standard Alcohol Crash Data 2019

The following table shows the 23 counties in Nebraska with the highest number of alcohol-impaired fatalities, A and B injuries during 2015 through 2019. These numbers coincide with the above information that the majority of the alcohol-impaired fatalities are in the urban areas. The IDTF will focus on these most at-risk counties for impaired driving fatalities and serious injuries.

NEBRASKA PRIORITY COUNTIES FOR FY2022																
FAB Alcohol-Related Crash Rate																
County	2015 FAB Crashes	2015 FAB Alcohol Crashes	2016 FAB Crashes	2016 FAB Alcohol Crashes	2017 FAB Crashes	2017 FAB Alcohol Crashes	2018 FAB Crashes	2018 FAB Alcohol Crashes	2019 FAB Crashes	2019 FAB Alcohol Crashes	Average FAB Crashes	Average Alcohol FAB Crashes	2019 VMT	FAB Crash Rate	Alcohol Crash Rate	2019 Population**
ADAMS	50	5	62	11	58	8	58	15	47	4	55	9	247,768	22.20	3.47	31,363
BOX BUTTE	22	2	28	6	27	4	17	0	24	3	24	3	98,033	24.07	3.06	10,783
BUFFALO	135	12	145	12	141	10	123	13	115	13	132	12	685,226	19.23	1.75	49,659
CASS	57	8	43	3	67	6	73	7	66	4	61	6	483,773	12.65	1.16	26,248
CEDAR	26	2	18	3	21	5	14	2	25	2	21	3	139,601	14.90	2.01	8,402
DAKOTA	31	5	37	2	38	8	33	3	23	6	32	5	207,917	15.58	2.31	20,026
DAWSON	64	5	73	7	65	14	44	5	44	3	58	7	485,643	11.94	1.40	23,595
DODGE	97	13	110	3	116	10	99	11	80	8	100	9	381,318	26.33	2.36	36,565
DOUGLAS	1473	174	1556	172	1523	171	1493	173	1163	168	1442	172	4674,873	30.84	3.67	571,327
GAGE	63	7	66	10	68	8	53	9	44	2	59	7	237,311	24.78	3.03	21,513
HALL	166	12	178	19	189	17	186	19	163	24	176	18	702,170	25.12	2.59	61,353
HAMILTON	24	1	34	2	22	0	26	5	25	1	26	2	317,916	8.24	0.57	9,324
LANCASTER	1030	91	1103	117	950	98	991	91	691	78	953	95	2590,252	36.79	3.67	319,090
LINCOLN	129	17	151	17	109	10	107	10	90	10	117	13	643,718	18.21	1.99	34,914
MADISON	84	11	78	5	90	7	91	6	56	7	80	7	314,084	25.41	2.29	494
OTOE	31	4	35	3	29	2	30	1	28	4	31	3	276,744	11.06	1.01	16,012
PLATTE	82	8	97	13	86	8	81	7	59	6	81	8	342,271	23.67	2.45	33,470
SARPY	335	39	377	28	334	24	387	41	247	20	336	30	1445,347	23.25	2.10	187,196
SAUNDERS	39	3	51	5	43	2	48	1	39	3	44	3	267,319	16.46	1.05	21,578
SCOTTS BLUFF	87	14	107	18	95	4	99	8	85	11	95	11	308,631	30.65	3.56	35,618
SEWARD	39	3	46	1	38	2	59	5	47	5	46	3	420,189	10.90	0.76	17,284
WASHINGTON	49	11	39	6	51	5	33	2	39	6	42	6	221,064	19.09	2.71	20,729
YORK	31	3	53	7	43	3	53	4	39	4	44	4	372,464	11.76	1.13	13,679
23 County Population	4,144	450	4,487	470	4,203	426	4,198	438	3,239	392	4054	435				1,570,222
Statewide	4,948	567	5,297	579	5,011	553	4,928	529	3,883	470	4813	540	21261,959	22.64	2.54	1,934,408
	83.8%	79.4%	84.7%	81.2%	83.9%	77.0%	85.2%	82.8%	83.4%	83.4%						

Program Evaluation

As noted in NHTSA's *Countermeasures that Work*, one of the most important actions a state can take to reduce alcohol-impaired driving is conduct a thorough review of its DWI system. Alcohol-impaired driving laws evolve over time and are often extremely complex. Moreover, the various components of the DWI system are closely interrelated, so policies and practices in one part of the system can have unintended consequences elsewhere.

The IDTF will review the *Countermeasures That Work* annually to ensure we are implementing the most important actions that will help reduce the impaired fatal, A and Binjury crashes in Nebraska. The task force will continue to update the IDSP annually to ensure the DWI system remains current and most effective.

Prevention and Education Plan

The Impaired Driving Task Force strongly believes that prevention and education is a critical component of an effective IDSP. The Prevention and Education subcommittee of the Task Force considered a number of strategies to reduce alcohol-impaired driving and address underage drinking by developing a multi-faceted approach to reach the highest number of target individuals.

Law enforcement community outreach

Law enforcement agencies will conduct mock DUI tests with the use of the Fatal Vision Goggles at high school and college sporting events. These events aid in increasing awareness of the harmful effects of alcohol on a driver's ability to safely operate a vehicle. These events will be conducted by law enforcement agencies, with a special focus on the Priority Counties. The planned activity is often captured for social media outreach and education, reaching the young driver population.

Drugged Driving Summit

The NDOT-HSO, IDTF members and the highway safety advocates will host a Drugged Driving Summit to provide attendees (traffic safety professionals, attorneys, judges, elected officials, law enforcement, probation, and health professionals) with the current research, emerging trends in the field of DUI/DUID enforcement, national drugged driving trends with a focus on Colorado (border state) and the prescription drug culture.

The objectives of the summit are:

- Raise the awareness of the growing involvement of drugs, in addition to and other than alcohol, in vehicle crashes that result in injuries and fatalities
- Understand what factors are contributing to the increase
- Recognize the effects of drugs and driving impairment
- Discuss the emerging trends and research
- Identify and propose solutions to the problem.

The NDOT-HSO plans to carry out a Drugged Driving Summit in 2021.

Nebraska Collegiate Prevention Alliance to Reduce High-Risk Drinking

Funding is provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA_ to Reduce High Risk Drinking. The funding will support initiatives that address; (1) the Nebraska Collegiate Prevention Alliance's continued work to provide technical support, to the 27 member institutions of higher education, for planning, developing, and implementing evidence based individual and environmental interventions to reduce high-risk drinking, drinking and driving and drunk driving, (2) expand the use and implementation of evidence based best practices, (3) skill building workshops for members and prevention specialists, and (4) receive continued data analysis support. NECPA has a web-based program with a customized brief intervention available to all participating colleges and universities in the state.

Nebraska Highway Safety Conference

The Nebraska Highway Safety Conference will be hosted by the Nebraska Interagency Safety Committee in 2022. The 2022 - 2027 Nebraska Strategic Highway Safety Plan will be presented and discussed. Several speakers will provide the latest information on traffic safety issues including impaired driving, occupant restraint use, young drivers, local roadway safety strategies, and the Naturalistic Driving Study results. The NDOT-HSO plans to continue to work with the Nebraska Interagency Safety Committee to host additional conferences in the future.

Project Extra Mile

The objective of this project is to prevent underage, drinking and driving and bingedrinking through environmental prevention strategies, ultimately addressing community policies, practices and norms. PEM provides information on the problems associated with underage drinking and evidence-based strategies for preventing the harms associated with it.

PEM monitors the administrative and regulatory process around liquor licensing to ensure that the Nebraska Liquor Control Act is being utilized to protect the public health and safety of communities and families.

Enforcement/Deterrence Plan

The Plan is using evidence-based traffic safety enforcement strategies to address the problem areas described in the Background section – and to meet the state targets for 2021 and 2022 – NDOT-HSO, law enforcement, and other partners will focus on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities.

The IDTF is committed to strong, high visibility enforcement of our State's laws, supported by an intensive public information and education media campaign. The FY2021 and FY2022 statewide enforcement plans include each of the elements described below.

High-Visibility Enforcements

Law enforcement agencies throughout the state, including the Nebraska State Patrol (NSP), perform high-visibility enforcement checkpoints during the mobilizations, major holidays, sporting events and popular community events across the state.

Enforcement of Underage Drinking Laws

Underage alcohol compliance check enforcement operations will be conducted throughout the state by local law enforcement agencies and the NSP to ensure that liquor license establishments do not sell or serve alcohol to minors.

Other planned activities include:

- Large underage party patrol, identification, and dispersal training,
- Source investigation,
- Retail liquor license training,
- Shoulder Taps,
- High Visibility enforcement.
- NDOT-HSO will provide funding to carry out annual training, or attend annual training, for underage drinking enforcement and prevention initiatives.

Binge Drinking Prevention Initiatives

In partnership with the Nebraska Department of Health and Human Services (DHHS), the NDOT-HSO has been periodically conducting a Nebraska Young Adult (ages 19 - 25) Alcohol Opinion Survey to determine alcohol consumption and impaired driving behavior. This survey provides valuable data to be able to identify problem behavior, identify effective prevention strategies, and to measure the impact of countermeasures used.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor (TRSP) is available to assist city and county attorneys with prosecution of impaired driving and motor vehicle homicide cases. The assistance may range from providing technical assistance on pre-trial motions, depositions, pre-trial evidentiary hearings, Daubert hearings or the TRSP may and has been the lead prosecutor for these types of cases. The TRSP acts as an advisor to law enforcement officers, provides training at the Nebraska Law Enforcement Training Center to all new recruits, works with law enforcement to promote a heightened awareness of victim-related issues and conducts regional training for Nebraska's County Attorneys. The TRSP maintains and updates the "Nebraska Manual for Driving Under the Influence Prosecution" which is provided to all Nebraska prosecutors. The NDOT – HSO provides funding for 100% of the personal services for the TRSP and additional funding for specific training opportunities.

Alcohol Equipment Support

NDOT-HSO provides funding to assist local law enforcement agencies in obtaining supplies (mouthpieces, dry gas, regulators, etc.) and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided for in-car cameras to assist law enforcement in obtaining the evidence necessary for impaired driving-related convictions.

Law Enforcement Training

The NDOT-HSO is dedicated to providing training to Nebraska law enforcement officers in detecting and apprehending impaired drivers on Nebraska roadways. To support and maximize the DUI law enforcement efforts all Nebraska law enforcement officers going through basic training in Nebraska are required to be trained in Standardized Field Sobriety Testing (SFST). The NDOT-HSO directly supports all SFST training conducted at the Nebraska Law Enforcement Training Center (NLETC) and sponsors SFST Instructor Development Courses when necessary. Annually, approximately 150 law enforcement officers receive SFST training at NLETC. SFST training is also provided through the Nebraska State Patrol, Lincoln Police Department and the Omaha Police Department independent training academies. The SFST training is critical to optimize the removal of impaired drivers from Nebraska roadways.

In addition to the SFST training, the NDOT-HSO coordinates the Drug Evaluation and Classification Program (DECP). NDOT-HSO's DECP offers an advanced training for law enforcement officers to become Drug Recognition Experts (DRE). In many instances, drivers are pulled over for driving infractions that mirror alcohol impairment and have low or no breath alcohol content. DREs are trained to conduct a 12-step evaluation that assists in determining the category or categories of drugs that may cause impairment in a drugged driver. Drugged driving is prevalent and underreported.

The NDOT-HSO also provides Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The ARIDE training provides experienced DWI officers with additional training to detect drug impaired drivers and contact a DRE for a DRE evaluation to be conducted.

Alcohol Selective Overtime

The NDOT-HSO will make direct contact with law enforcement agencies in the counties overrepresented in alcohol impaired fatal and serious injury crashes and identified in Nebraska's Performance-Based Strategic Traffic Safety Plan as a priority county. All officers working grant funded alcohol selective overtime enforcement must be certified in Standardized Field Sobriety Testing (SFST). These law enforcement agencies will be solicited to participate in selective alcohol overtime enforcement efforts during the time of day, day of week and locations as identified by crash data. Due to the good working relationship between the NDOT-HSO and state and local law enforcement, participation in the selective overtime enforcement activities is effective. In addition, these same agencies will be solicited to participate in selective alcohol overtime enforcement during the following time frames known for high alcohol usage: Super Bowl Sunday, St. Patrick's Day, Independence Day and Halloween. Nebraska's youth alcohol-related fatal and serious injury crashes will also be addressed through selective youth-alcohol overtime enforcement. Peak enforcement efforts will focus on high alcohol usage time frames, which will include graduation, proms, homecoming, and Cinco De Mayo.

Statewide selective alcohol overtime enforcement will be conducted during the national events for the "Winter Holiday Impaired Driving Crackdown Mobilization" December 18, 2021 – January 1, 2022 and "Drive Sober or Get Pulled Over Mobilization" August 19 – September 5, 2022. All selective alcohol overtime enforcement efforts will be required to conduct a pre- and post- media event or activity to follow the best practices examples of advising the community of their upcoming

activities, conducting the enforcement activity and then reporting the results of the enforcement activity. During all of the selective alcohol overtime enforcement efforts a combination of sobriety checkpoints, saturation patrols and enforcement zones will be utilized.

It is anticipated that an estimated 20,000+ additional overtime enforcement hours will be generated from the above outlined enforcement efforts.

Laws

The Nebraska IDTF is committed to strong, high visibility enforcement of our State's laws. The statewide enforcement plan includes enforcing the following Nebraska State Statutes to the fullest extent:

- 60-498.01 to 60-498.04 - Administrative License Revocation
- 60-6,196 - Driving under influence of alcoholic liquor or drug; penalties.
- 60-6,196.01 - Driving under influence of alcoholic liquor or drug; additional penalty.
- 60-6,197 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; when test administered; refusal; advisement; effect; violation; penalty.
- 60-6,197.01 - Driving while license has been revoked; driving under influence of alcoholic liquor or drug; second and subsequent violations; restrictions on motor vehicles; additional restrictions authorized.
- 60-6,197.02 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; terms, defined; prior convictions; use; sentencing provisions; when applicable.
- 60-6,197.03 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; penalties.
- 60-6,197.04 - Driving under influence of alcoholic liquor or drugs; preliminary breath test; refusal; penalty.
- 60-6,197.05 - Driving under influence of alcoholic liquor or drugs; implied consent to chemical test; revocation; effect.
- 60-6,197.06 - Operating motor vehicle during revocation period; penalties.
- 60-6,197.07 - Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; city or village ordinances; authorized.
- 60-6,197.08 - Driving under influence of alcoholic liquor or drugs; presentence evaluation.
- 60-6,197.09 - Driving under influence of alcoholic liquor or drugs; not eligible for probation or suspended sentence.
- 60-6,197.10 - Driving under influence of alcohol or drugs; public education campaign; Department of Motor Vehicles; duties.
- 60-6,198 - Driving under influence of alcoholic liquor or drugs; serious bodily injury; violation; penalty.
- 60-6,199 - Driving under influence of alcoholic liquor or drugs; test; additional test; refusal to permit; effect; results of test; available upon request.
- 60-6,200 - Driving under influence of alcoholic liquor or drugs; chemical test; consent of person incapable of refusal not withdrawn.
- 60-6,201 - Driving under influence of alcoholic liquor or drugs; chemical test; violation of statute or ordinance; results; competent evidence; permit; fee.

- 60-6,202 - Driving under influence of alcoholic liquor or drugs; blood test; withdrawing requirements; damages; liability; when.
- 60-6,203 - Driving under influence of alcoholic liquor or drug; violation of city or village ordinance; fee for test; court costs.
- 60-6,204 - Driving under influence of alcoholic liquor or drugs; test without preliminary breath test; when; qualified personnel.
- 60-6,210 - Blood sample; results of chemical test; admissible in criminal prosecution; disclosure required.
- 60-6,211 - Lifetime revocation of motor vehicle operator's license; reduction; procedure.
- 60-6,211.01 - Person under twenty-one years of age; prohibited acts.
- 60-6,211.02 - Implied consent to submit to chemical test; when test administered; refusal; penalty.
- 60-6,211.05 - Ignition interlock device; continuous alcohol monitoring device and abstention from alcohol use; orders authorized; prohibited acts; violation; penalty; costs; Department of Motor Vehicles Ignition Interlock Fund; created; use; investment; prohibited acts relating to tampering with device; hearing.
- 60-6,211.08 - Open alcoholic beverage container; consumption of alcoholic beverages; prohibited acts; applicability of section to certain passengers of limousine or bus.
- 60-6,211.11 - Prohibited acts related to ignition interlock device; violation; penalty
- 60-498.01 – 24/7 Sobriety Program
- 53-101 - 53-103 Liquor Control Act allowing ready-to-drink cocktails.

The above referenced laws include, but are not limited to, driving while impaired laws for drugs and alcohol, .08 BAC “per se” laws, driving with high BAC (.15 BAC or greater) with enhanced sanctions, zero tolerance for underage drivers (.02 BAC or greater), increased sanctions for repeat offenders and open container laws.

Adjudication Plan

The State is dedicated to the continued prosecution of impaired drivers. This section discusses Nebraska’s efforts in the adjudication and sanctioning of DWI offenders.

Mothers Against Drunk Driving (MADD)

The Nebraska MADD organization conducts a court monitoring program that focuses on impaired driving issues across the state. The project will educate and train local volunteers to collect data, provide written documentation and observe courtroom activity. This will provide judicial accountability and an avenue to enhance relationships between law enforcement, prosecutors, community coalitions and community members.

MADD Nebraska supports impaired driving victims and survivors at no cost. VictimAdvocates reach out and respond to those impacted and are available to those dealing with aftermath of an impaired driving crash.

Felony Motor Vehicle Prosecution Unit

Douglas County represented approximately 31.53 percent (1,465 of 4,646) of all alcohol-related fatal, A and B injury crashes in 2019. Alcohol continues to play a significant factor in driving offenses in Douglas County. The NDOT-HSO provides funding to the Douglas County Attorney's Office to carry out the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU maintains a 97 percent conviction rate (three-year average 2017-2019). The FMVPU also provides ongoing training to law enforcement, meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Administrative License Revocation

The Nebraska Department of Motor Vehicles (DMV) administers the Administrative License Revocation (ALR) program. After receipt of a sworn report from law enforcement following an arrest for DUI, the DMV revokes an operator's licenses and/or operating privileges of the arrested individual. Drivers are revoked for either 180 days for a first offense -OR- for one year for any subsequent offense or if the driver refuses the chemical test.

Nebraska law allows offenders to obtain an Ignition Interlock Permit (IIP) during the ALR. The permit requires the offender to install an approved ignition interlock device on their vehicle in order to operate the vehicle. The ignition interlock device will not allow operation of the vehicle if alcohol is detected. The IIP is not valid for the operation of a commercial motor vehicle.

The DMV also provides training to law enforcement at the Nebraska Law Enforcement Training Center (NLETC) on the administration of the ALR program.

DWI Court

Lancaster County DUI court

Lancaster County DUI Court targets individuals charged with felony third or fourth offense DUI or third or fourth offense refusal of chemical test who are in the criminal justice system as a result of their substance dependency and in need of a highly structured, intensively supervised program to address their substance dependency and become substance-free, law-abiding and responsible citizens.

Scottsbluff County has a DWI court within Nebraska which targets DWI offenders with a post adjudicatory alcohol intensive supervision treatment program for eligible offenders. The purpose of the program is to reduce offender recidivism by fostering a comprehensive and coordinated court response composed of early intervention, appropriate treatment, intensive supervision, and consistent judicial oversight.

The IDTF will also be working with all jurisdictions in Nebraska to launch additional DWI courts.

Judicial Education/Training

The NDOT-HSO annually makes funding available to the state Court Administrator's Office for judicial education opportunities related to impaired driving through the judicial educator.

Post-Conviction and Treatment Plan

Nebraska is aware of the problems of substance abuse and its relationship to impaired driving and is dedicated to the development and implementation of treatment and rehabilitation programs to address the problems.

24/7 Sobriety Program

Grant funding was provided to support a sobriety community-based pilot program to reduce the number of DUI arrests in Douglas County. This program increases the accountability on the part of the participants through the use of immediate sanctions as a condition of a bond and twice daily Blood Alcohol Content (BAC) tests. The Douglas County Department of Corrections monitors and reports participants' compliance for abstinence from use of alcohol for those participants who are approved to participate in accordance with court orders.

Douglas County is the highest population of any of the 93 counties in Nebraska at 517,110 residents. In 2019, there were 1,465 fatal, A and B (FAB) crashes in Douglas County or 31.53% of the total FAB crashes for the State.

The IDTF will be keeping informed of the new 24/7 bill that is expected to pass in 2021 and work with any counties that would like to start a new 24/7 program.

Media and Outreach Plan

The IDTF will follow the NDOT-HSO media plan that has been proven effective in the past. IDTF will utilize the FY24 Communication Campaign for this program area and the planned activities include, *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over, You Drink and Drive. You Lose and If you feel different you drive different.* These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state. The target audience will be the high-risk group, primarily males ages 18-34.

A strong focus on prevention and enforcement messaging will be utilized by IDTF. The IDTF will work with NDOT-HSO and utilize sports marketing opportunities (baseball, football, basketball and hockey) to carryout messaging and promotion in target communities and statewide. Through partnerships developed with the IDTF, the NDOT-HSO will work with grantees, traffic safety partners, and IDTF members to carryout alcohol specific messaging in their news notes, new letters and social media platforms to increase education and awareness regarding DUI/DUID related stories, trends and research. IDTF,through NDOT-HSO, will provide mini-grant funding to partners (MADD, SADD, law enforcement, local health districts, and DHHS, Injury Prevention) to reduce the incidence of alcohol-related motor vehicle crashes in target counties.

Additional resources, for the IDTF, for social media outreach include Drive Smart Nebraska online DUI/DUID toolkits, the local health districts, private and public partners,and concerned community members.

In addition to all grantees, local agencies, and organizations, the NDOT-HSO will continue to utilize the Governor's Office, DHHS, DMV, NSP and other State agencies to assist withkick-off promotional

efforts to draw attention to the national and Nebraska traffic safety mobilizations/initiatives.

The NDOT-HSO issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity prior to the enforcement activity. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

By reputation, the NDOT-HSO is and will continue to be the primary traffic safety news media resource for the state. The NDOT-HSO is recognized as the best source for impaired driving-related data, information, and to be able to direct media representatives to other additional sources.

Budget

The Highway Safety Office will fund projects through a combination of federal Section 402 (State Highway Safety Program Grant) and Section 405[d] (Impaired Driving Countermeasure Grant), State, and other local funding sources.

Plan Approval

The Impaired Driving Task Force met on May 25, 2021 to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on June 2, 2021.

Nebraska's Impaired Driving Task Force Charter

- Section 1: The Nebraska's Impaired Driving Task Force (NIDTF) was established March 30, 2017, under the authority the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR) and direction of the Nebraska Department of Roads Highway Safety Office (NDOR –HSO).
- Section 2: The NIDTF has been established as an ad hoc group of key multidisciplinary highway safety enforcement, business, health care, media, education, adjudication, and other highway safety advocates.
- Section 3: The NIDTF will approve, monitor, and evaluate the progress of an Impaired Driving Strategic Plan (IDSP). The IDSP contains specific annual and long term goals and objectives. The NIDTF will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in impaired driving prevention.
- Section 4: The NDOR-HSO Administrator has been designated by the GR as the official NIDTF Coordinator. The NDOR-HSO Administrator will assign an impaired driving project manager to plan, organize, and facilitate the NIDTF meetings. The NIDTF activity will be funded by the NDOR-HSO.
- Section 5: NIDTF key stakeholder representatives are from the Nebraska Departments of: Roads; Health & Human Services; and Motor Vehicles, plus the Court Administrator, the State Patrol, the Crime Commission, Prosecution and Adjudication. Other key members include representatives from local law enforcement agencies, the Attorney General's Office, and Nebraska institutions of higher education.
- Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the NIDTF.
- Section 7: The NIDTF will hold meetings at least four times annually. Meetings will include reports of: prevention programs, law enforcement, criminal justice, publicity and communication, current program evaluation and strategic planning activity.



Governor's Highway Safety Representative
Director, Nebraska Department of Roads

6/9/17

Date

Nebraska Impaired Driving Task Force Members

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Attachment D

1	4000	7	English	O-General Info	Drivers who use hand held cell phones are 4 times more likely to get into a crash serious enough to injure themselves.																				
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3	Distractions	A_ENG_4002_3.mp3																							
1	4003	5	English	O-General Info	Text messaging while driving increases a driver's crash risk by ____ times?																				
					<table border="1"> <thead> <tr> <th><u>Answer ID</u></th> <th><u>Answer</u></th> <th><u>Audio Filename</u></th> <th><u>Video Filename</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>13</td> <td>A_ENG_4003_1.mp3</td> <td></td> </tr> <tr> <td>2</td> <td>23</td> <td>A_ENG_4003_2.mp3</td> <td></td> </tr> <tr> <td>3</td> <td>33</td> <td>A_ENG_4003_3.mp3</td> <td></td> </tr> <tr> <td>4</td> <td>43</td> <td>A_ENG_4003_4.mp3</td> <td></td> </tr> </tbody> </table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	13	A_ENG_4003_1.mp3		2	23	A_ENG_4003_2.mp3		3	33	A_ENG_4003_3.mp3		4	43	A_ENG_4003_4.mp3	
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4	43	A_ENG_4003_4.mp3																							
1	4004	5	English	O-General Info	An example of a distraction while driving could be																				
					<table border="1"> <thead> <tr> <th><u>Answer ID</u></th> <th><u>Answer</u></th> <th><u>Audio Filename</u></th> <th><u>Video Filename</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Eating</td> <td>A_ENG_4004_1.mp3</td> <td></td> </tr> <tr> <td>2</td> <td>Applying makeup</td> <td>A_ENG_4004_2.mp3</td> <td></td> </tr> <tr> <td>3</td> <td>Reading</td> <td>A_ENG_4004_3.mp3</td> <td></td> </tr> <tr> <td>4</td> <td>All of the above</td> <td>A_ENG_4004_4.mp3</td> <td></td> </tr> </tbody> </table>	<u>Answer ID</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	1	Eating	A_ENG_4004_1.mp3		2	Applying makeup	A_ENG_4004_2.mp3		3	Reading	A_ENG_4004_3.mp3		4	All of the above	A_ENG_4004_4.mp3	
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