

NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



October 1, 2010 - September 30, 2011



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STATE OF NEBRASKA

"Performance-Based" Strategic Traffic Safety Plan

**October 1, 2010
through
September 30, 2011**

Dave Heineman, Governor

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EXECUTIVE SUMMARY

Mission Statement

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

Executive Summary

The Nebraska Office of Highway Safety (NOHS) is responsible for developing and implementing effective strategies to reduce the state's traffic injuries and fatalities and traffic related injury and fatality rates. These strategies may take the form of the stand-alone projects and activities or more comprehensive long-term programs. Both traditional and innovative strategies are encouraged and utilized.

Staff members of the NOHS are responsible for the administration of the federal section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds. In addition, the Enforcing Underage Drinking Laws federal grant funding from the U.S. Department of Justice is integrated into the NOHS activity.

The Director of the Nebraska Department of Roads serves as the designated Governor's Highway Safety Representative, while the NOHS Administrator fulfills the role of the state's coordinator of the activity.

The Nebraska Office of Highway Safety submits the Fiscal Year 2011 (FY11) highway safety plan document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402 Highway Safety Projects by Program Area for FY2011, additional Highway Safety Funding, and Non Highway Safety Program Funding. Additional sections provide the required federal States Certifications and Assurances and include the FY2011 Section 402 Obligation Cost Summary.

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

- Section 405 Occupant Protection Incentive Grant will be used to increase the statewide child restraint and safety belt usage, media campaigns, and incentive awards for law enforcement agencies.
- Section 408 State Traffic Safety Information System Improvement Grant will be used to improve the State data systems linking medical, roadway and economic data.
- Section 410 Impaired Driving will fund equipment, overtime enforcement, and training to reduce alcohol and other drug involvement in traffic crashes.
- Section 1906 Grant Program to Prohibit Racial Profiling grant will help to enforce laws prohibiting the use of racial profiling in the enforcement of traffic laws.
- Section 2010 Motorcycle Safety Grant funds are used to enhance motorist and

motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

- The U.S. Department of Justice provides funding to enforce the laws on underage drinking problems through environmental and enforcement strategies.

Process Description

This is a brief description of the processes utilized to determine Nebraska's traffic safety problems, goals, and project/activity/program emphasis. The processes are described under the following three titles:

- Problem Identification
- Performance Goals Selections
- Program, Project and Activity Selection Process

Problem Identification

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

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

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

When conducting analysis, the NOHS staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, economic conditions, etc., may all affect traffic behavior. (See page 60 for the Narrative Summary, Statewide Results of the Nebraska Annual Traffic Safety Study, 2010). The experience and judgment of the NOHS staff (and their highway safety partners) are essential in the problem identification and priority setting process.

The NOHS staff also solicits and requests information and data from other traffic safety advocate groups and individuals. These include, but are not limited to: federal, state and local government agencies:

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

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

Nebraska Hospital Association, Nebraska Nurses Association, Nebraska Department of Health and Human Services, Nebraska Department of Motor Vehicles, Nebraska Department of Education, Nebraska State Patrol;

Non-profit organizations:

Mothers Against Drunk Driving, National Safety Council, Greater Omaha Chapter, Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Safety Council, Inc., University of Nebraska – Kearney Nebraska Safety Center, etc.;

University of Nebraska – Lincoln,

Professional associations:

Nebraska County Attorney's Association, Nebraska Trucking Association, Police Officer's Association of Nebraska, Nebraska Sheriff's Association, etc., and interested individuals.

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

Among the other groups that contribute are:

City of Omaha Prosecutor's Office, CODES Data Management Team, Independence Center Advisory Committee, Nebraska Operation Lifesaver Committee, Nebraska Partners in Prevention, Click It – Don't Risk It! Steering Committee, Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Preventive Health Advisory Committee, Nebraska Safety Center Advisory Council, Nebraska AAA Foundation, Youth In Action, NU Directions – University of Nebraska – Lincoln, Project Extra Mile, Students Against Destructive Decisions, Health Education Inc., Nebraska Transportation Coalition, Nebraska Driver Mobility Coalition, Traffic Records Coordinating Committee, Injury Prevention Planning Group, and Nebraska Underage Drinking Advisory Task Force.

Other critical considerations in the problem identification process are the use of conducted assessments, surveys (attitudinal, observations, etc.) evaluations (administrative, scientific, etc.) and studies. Years-of-life lost (see page 20) is a public health measure that will also be utilized. These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2011 problem identification process, the NOHS has elected to review overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information. Calendar year state crash data are being utilized. (A three year moving average is used in all core outcome measures.)

Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives Districts. Further geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 80% of the population within those congressional districts. These counties and the communities within them have been selected based upon crash data from the previous three years.

Nebraska Annual Comparative Data Chart

Nebraska Annual Comparative Data										
					Progress Report Data CY2006-2009				Projection	
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Number of Fatalities (F)	307	293	254	276	269	256	208	223	220	211
Total Rural Fatalities	245	227	199	207	204	194	176	170	173	166
Total Urban Fatalities	62	66	55	69	65	62	32	53	47	45
Number of Serious Injuries (A)	2,431	2,232	2,107	2,053	1,965	1,976	1,854	1,945	1,848	1,832
Fatalities and Serious Injuries Combined (F/A)	2,738	2,525	2,361	2,329	2,234	2,232	2,062	2,168	2,068	2,043
Vehicles Miles (Millions)	18,403	18,592	18,811	18,938	19,223	19,202	18,864	19,147	19,338	19,532
Rural Vehicle Miles (Millions)	11,351	11,258	11,172	11,172	11,021	11,129	10,714	10,874	10,983	11,093
Urban Vehicle Miles (Millions)	7,052	7,334	7,639	7,766	8,202	8,073	8,149	8,272	8,355	8,438
Total Fatalities Per 100 Million VMT	1.67	1.58	1.35	1.46	1.40	1.33	1.10	1.16	1.14	1.08
Total Rural Fatalities Per 100 Million VMT	2.16	2.02	1.78	1.85	1.85	1.74	1.64	1.56	1.57	1.50
Total Urban Fatalities Per 100 Million VMT	0.88	0.90	0.72	0.89	0.79	0.77	0.39	0.64	0.56	0.54
Fatality and Serious Injury Rate / (100 Million VMT)	14.9	13.6	12.6	12.3	11.6	11.6	10.9	11.3	10.7	10.5
Population	1,724,236	1,732,873	1,741,450	1,751,069	1,759,779	1,769,473	1,783,432	1,796,619	1,819,484	1,828,791
Fatality Rate / 100K Population	17.8	16.9	14.6	15.8	15.3	14.5	11.7	12.4	12.1	11.5
Fatality and Serious Injury Rate / 100K Population	158.8	145.7	135.6	133.0	126.9	126.1	115.6	120.7	113.6	111.7
Alcohol-Related Fatalities	115	115	89	81	86	91	67	79	76	73
Alcohol-Related Fatalities as a % of All Fatalities	37.5%	39.2%	35.0%	29.3%	32.0%	35.5%	32.2%	35.4%	34.5%	34.5%
Alcohol-Related Fatality Rate / (100 Million VMT)	0.62	0.62	0.47	0.43	0.45	0.47	0.36	0.41	0.39	0.37
Fatal, A and B Injury Crashes	6,916	6,682	6,305	6,051	5,706	5,830	5,514	5,387	5,354	5,140
Alcohol-Related Fatal, A and B Injury Crashes	820	781	748	698	682	712	685	628	648	622
Percent of Population Observed Using Safety Belts	69.7%	76.1%	79.2%	79.2%	76.0%	78.7%	82.7%	84.8%	85.3%	88.8%
Speed-Related Fatal, A and B Injury Crashes	656	622	581	576	425	535	400	423	435	417
Youth-Involved Fatal, A and B Injury Crashes	2,672	2,486	2,253	2,207	2,009	1,971	1,725	1,742	1,740	1,671
All Other Factors - Fatal, A and B Injury Crashes	5,440	5,279	4,976	4,777	4,599	4,583	4,429	4,336	4,271	4,101
Percent of unbelted drivers and occupants seriously injured or killed in a crash	54.8%	45.7%	54.0%	52.1%	48.1%	47.7%	45.8%	35.4%	41.2%	39.6%
Unrestrained Passenger Vehicle Occupant Fatalities	162	151	118	145	136	122	114	128	116	112
Speed-Related Fatalities	44	38	42	51	64	44	42	22	35	33
Motorcycle Fatalities	15	13	21	17	18	15	20	15	16	15
Unhelmeted Motorcycle Fatalities	3	3	4	3	4	4	4	5	4	4
Drivers Age 20 or Younger Involved in Fatal Crashes	66	57	62	54	68	71	47	46	52	50
Pedestrian Fatalities	12	12	9	8	9	8	5	9	7	7
Distracted Driver - Fatal, A and B Crashes	932	886	833	874	819	749	732	783	724	696
Safety Belt Citations Grant Funded								3,605	3,749	3,899
Impaired Driving Arrests Grant Funded								2,424	2,521	2,622
Speeding Citations Grant Funded								25,350	26,364	27,419

*Safety belt percentages from "The Buffalo Beach Company" statewide observation Safety Belt Use Surveys

Performance Goals Selections

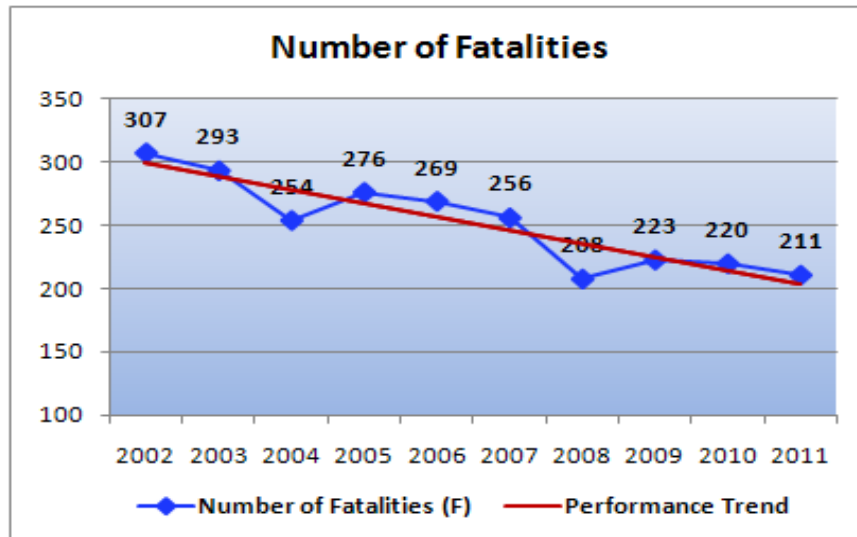
Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway Traffic Safety Administration.

Using the experience and expertise of the NOHS professional staff, an appropriate overall statewide performance goal and performance measures in selected emphasis areas are established. Projections are based on a regression analysis program. The projection is based upon a sustained level of activity and the goal is established by anticipating additional activity that more precisely targets identified problems.

Performance Goals and Trends

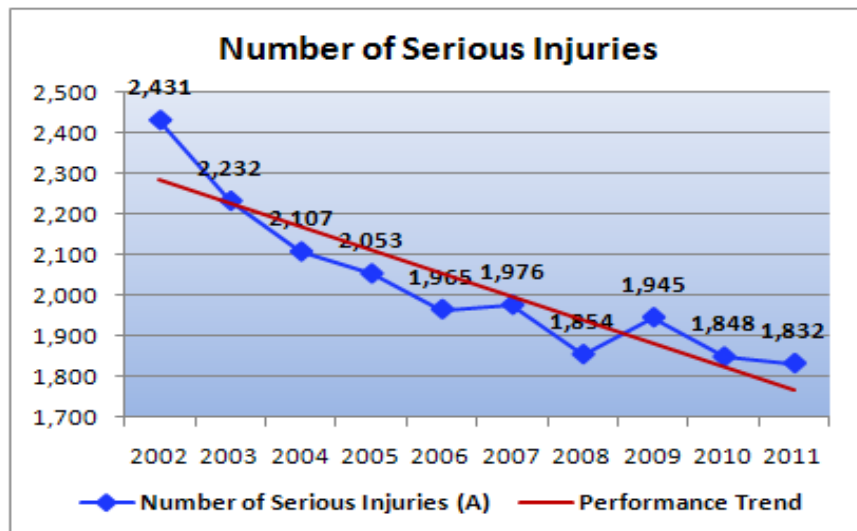
Goal: Fatalities

To decrease Fatalities by 4% from the 2007-2009 calendar base year average of 229 to 211 in CY2011.



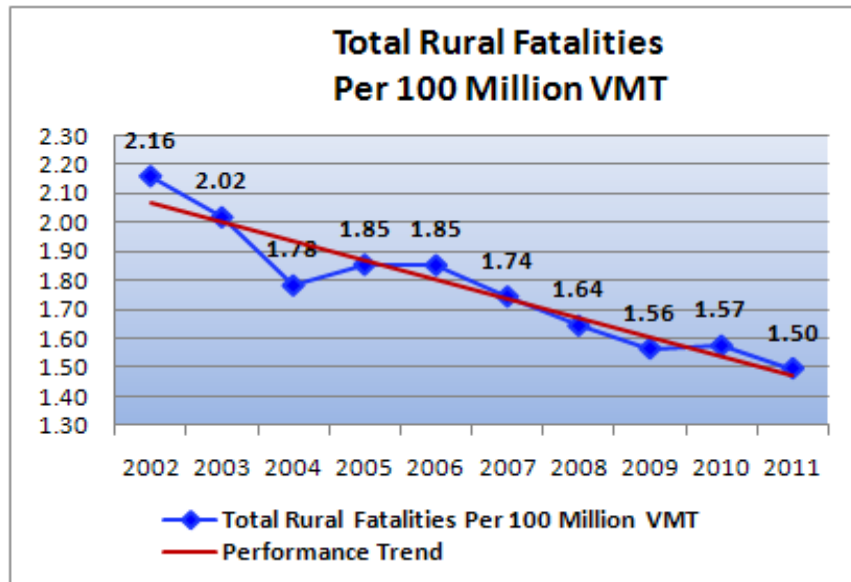
Goal: Serious Injuries

To decrease Serious Injuries by 4% from the 2007-2009 calendar base year average of 1,925 to 1,832 in CY2011.



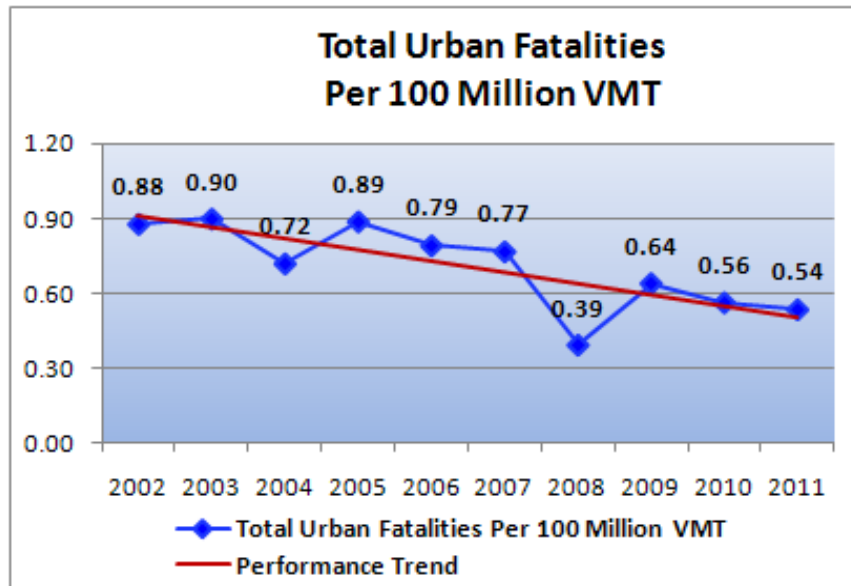
Goal: Rural Fatalities/100 Million VMT

To decrease Rural Fatalities / 100 Million VMT from the 2007-2009 calendar base year average of 1.65 to 1.50 in CY2011.



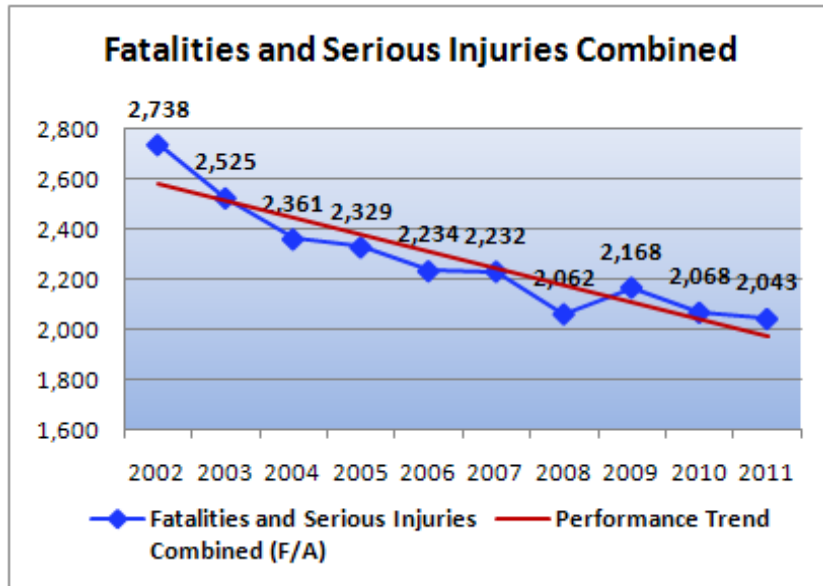
Goal: Urban Fatalities/100 Million VMT

To decrease Urban Fatalities / 100 Million VMT from the 2007-2009 calendar base year average of .60 to .54 in CY2011.



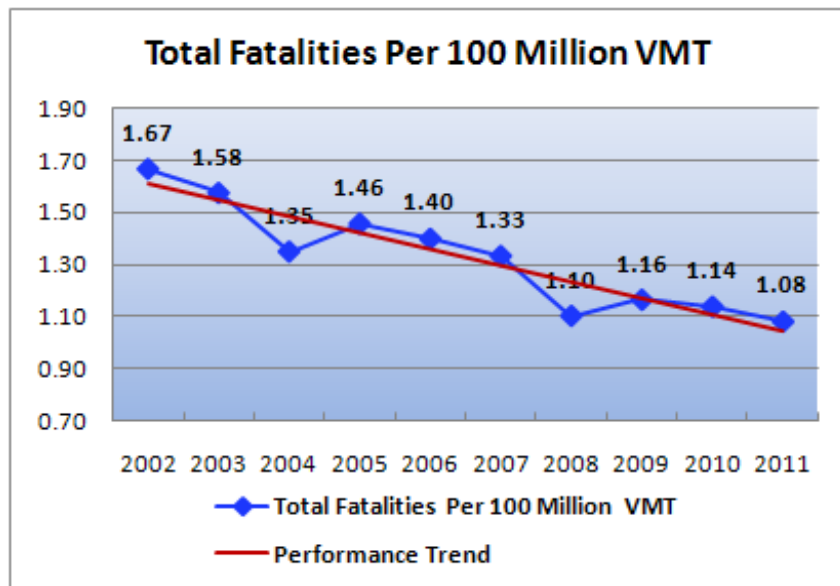
Goal: Fatalities and Serious Injuries

To decrease Fatalities and Serious Injuries by 4% from the 2007-2009 calendar base year average of 2,154 to 2,043 in CY2011.



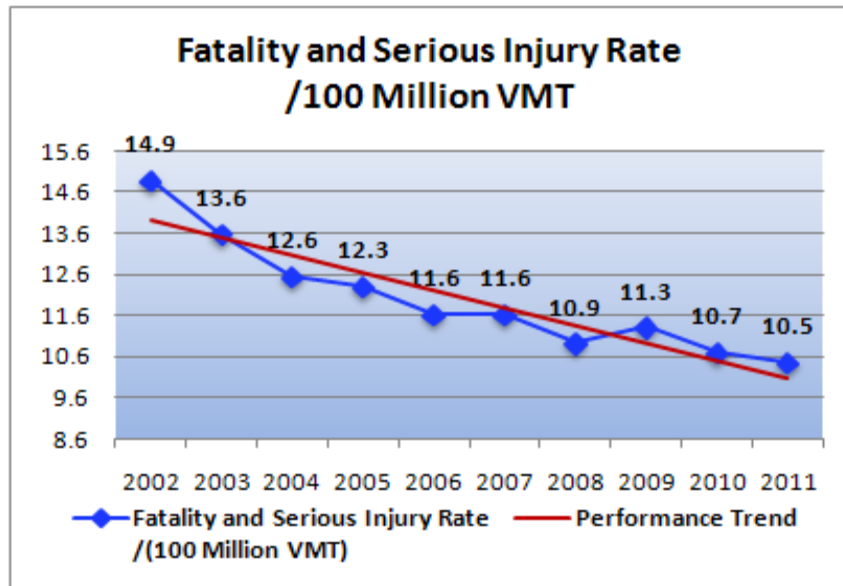
Goal: Fatality Rate/100 Million VMT

To decrease the Fatality Rate / 100 Million VMT by 4% from the 2007-2009 calendar base year average of 1.20 to 1.08 in CY2011.



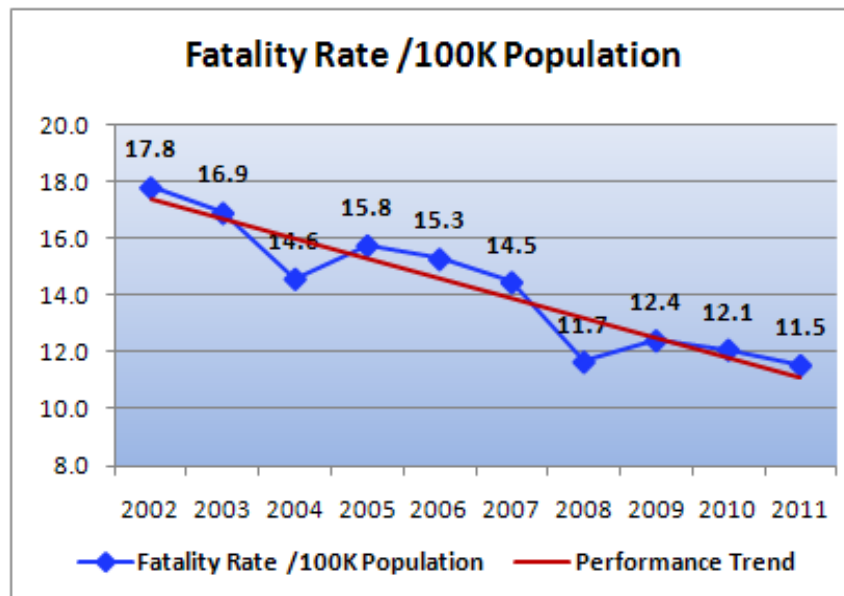
Goal: Fatality and Serious Injury Rate/100 Million VMT

To decrease the Fatality and Serious Injury Rate / 100 Million VMT by 4% from the 2007-2009 calendar base year average of 11.3 to 10.5 in CY2011.



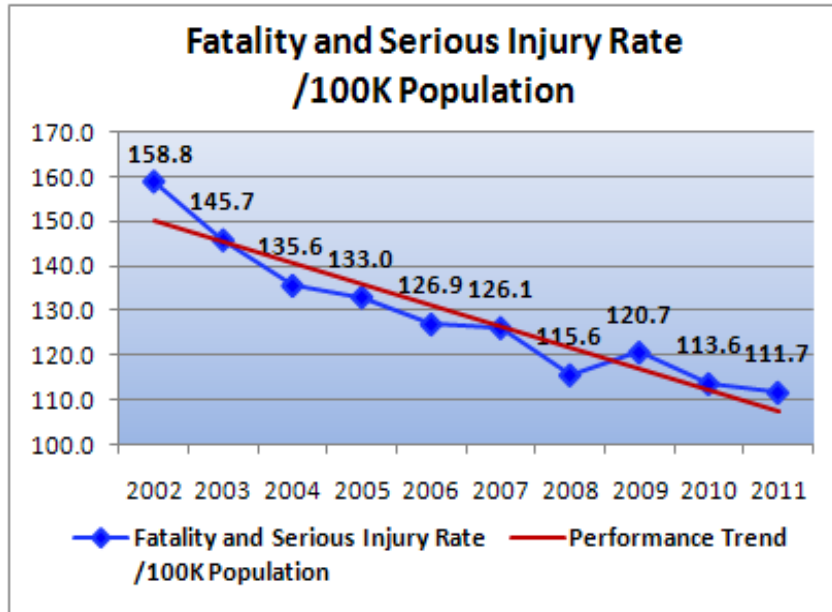
Goal: Fatality Rate/100K Population

To decrease the Fatality Rate / 100K Population by 4% from the 2007-2009 calendar base year average of 12.8 to 11.5 in CY2011.



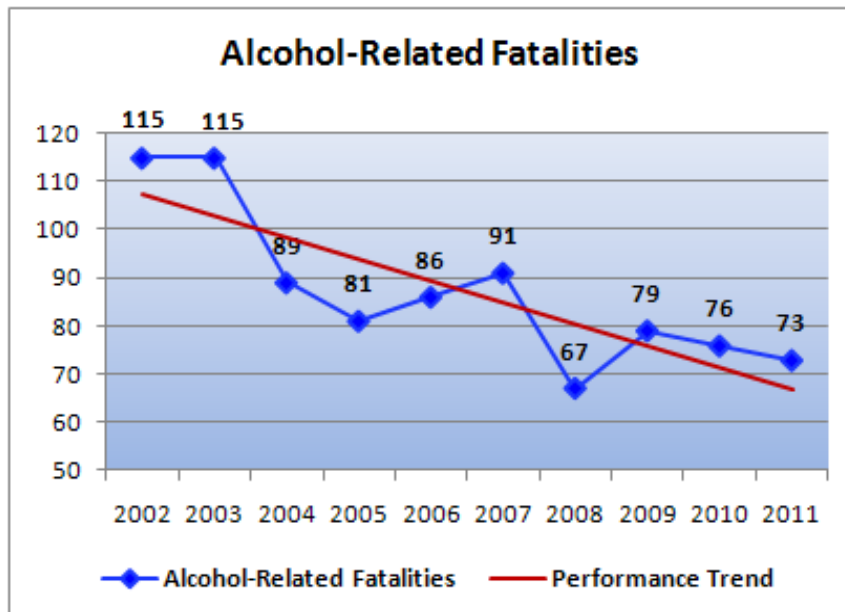
Goal: Fatality and Serious Injury Rate/100K Population

To decrease the Fatality and Serious Injury Rate /100K Population by 4% from the 2007-2009 calendar base year average of 120.8 to 111.7 in CY2011.



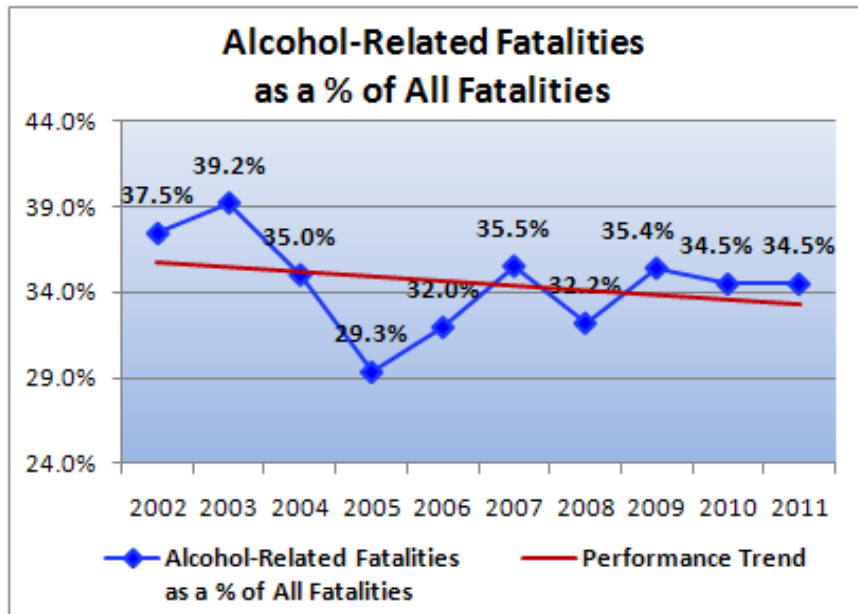
Goal: Alcohol-Related Fatalities

To decrease Alcohol-Related Fatalities by 4% from the 2007-2009 calendar base year average of 79 to 73 in CY2011.



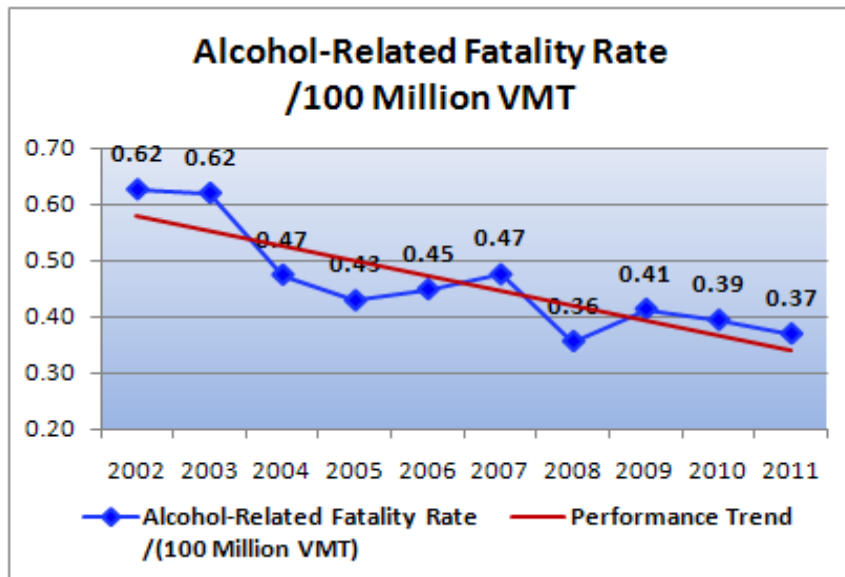
Goal: Alcohol-Related Fatality Proportion

To decrease Alcohol-Related Fatalities Proportion of All Fatalities by 4% from the 2007-2009 calendar base year average of 34.4% to 34.5% in CY2011.



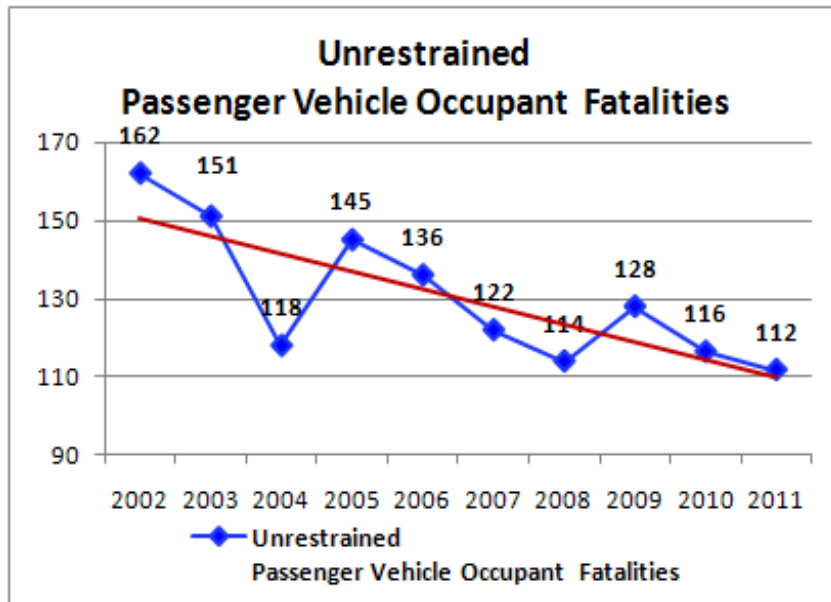
Goal: Alcohol Fatality Rate/100 Million VMT

To decrease Alcohol-Related Fatality Rate / 100 Million VMT by 4% from the 2007-2009 calendar base year average of 0.41 to 0.37 in CY2011.



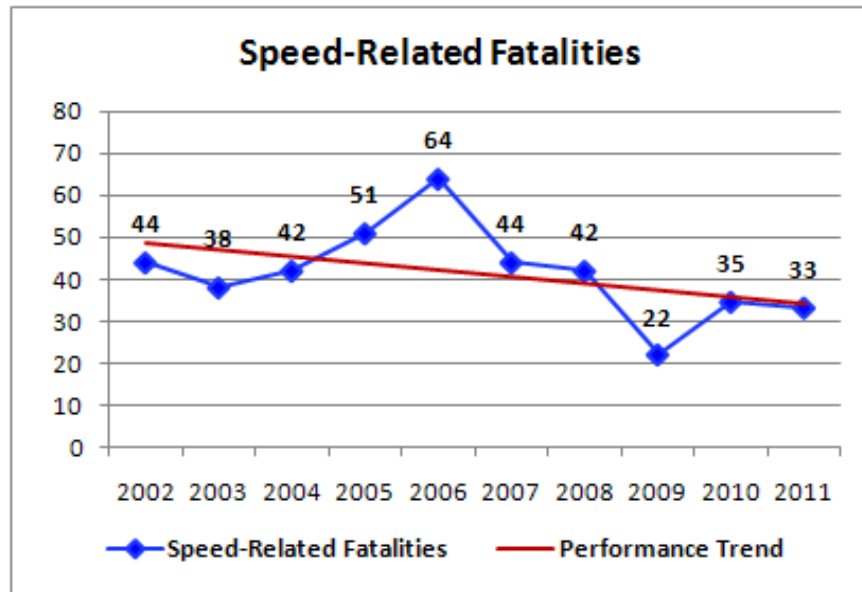
Goal: Unrestrained Passenger Vehicle Occupant Fatalities

To decrease Unrestrained Passenger Vehicle Occupant Fatalities in all seating positions by 4% from the 2007-2009 calendar base year average of 121 to 112 in CY2011.



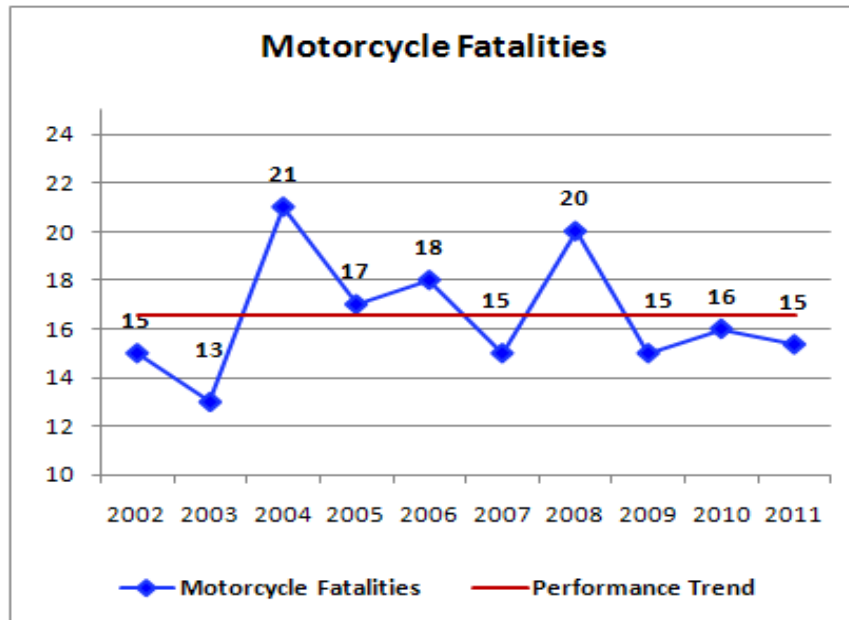
Goal: Speed-Related Fatalities

To decrease Speed-Related Fatalities by 4% from the 2007-2009 calendar base year average of 36 to 33 in CY2011.



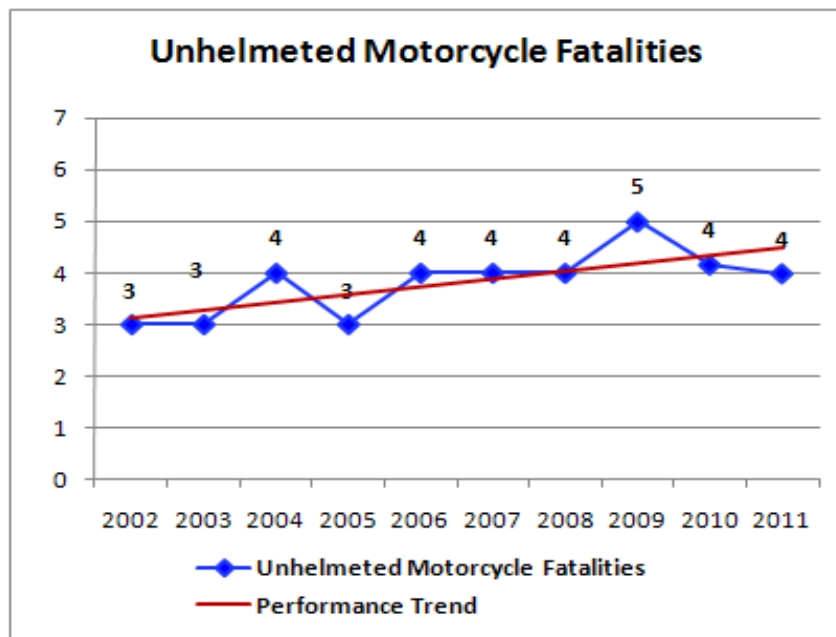
Goal: Motorcycle Fatalities

To decrease Motorcycle Fatalities by 4% from the 2007-2009 calendar base year average of 17 to 15 in CY2011.



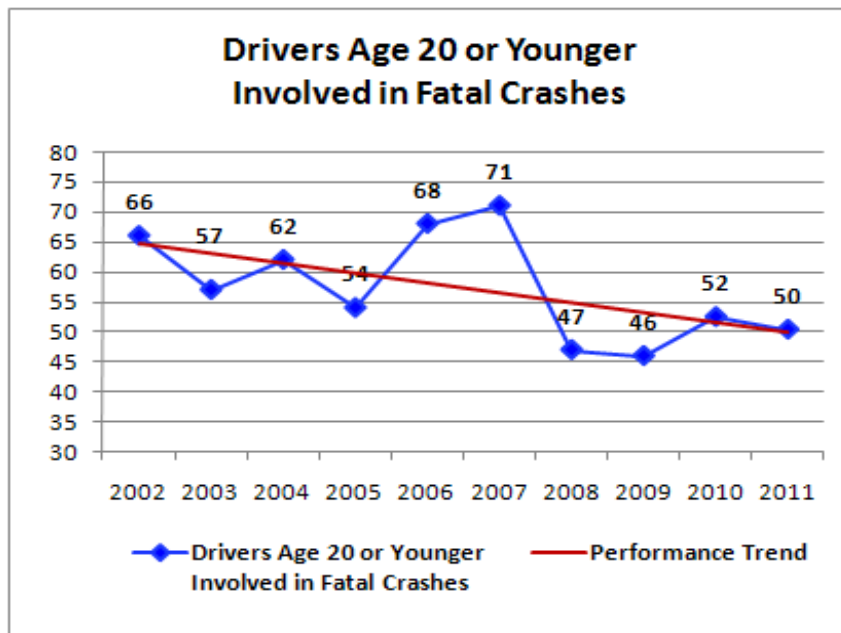
Goal: Unhelmeted Motorcycle Fatalities

To decrease Unhelmeted Motorcycle Fatalities by 4% from the 2007-2009 calendar base year average of 4 to 4 in CY2011.



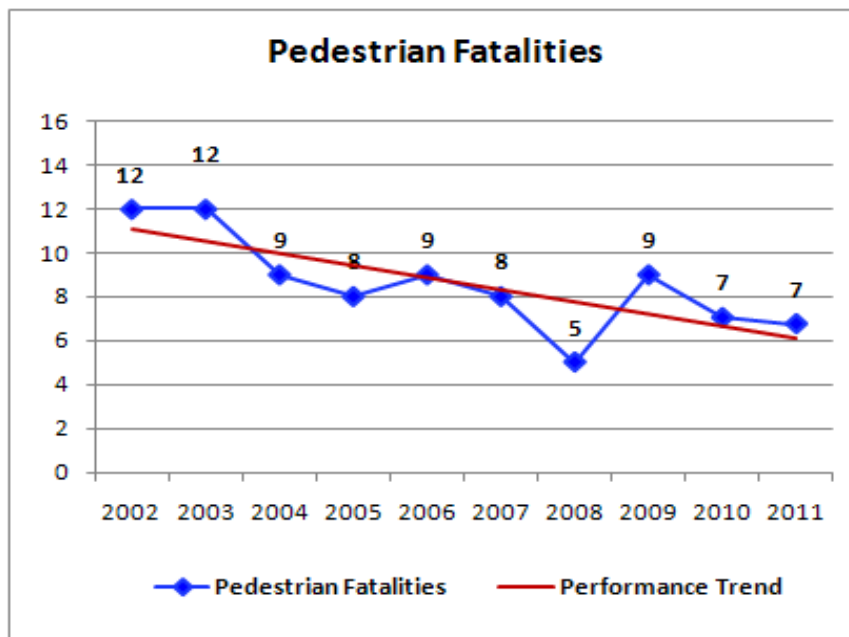
Goal: Drivers Age 20 or Younger Involved in Fatal Crashes

To decrease Drivers Age 20 or Younger Involved in Fatal Crashes by 4% from the 2007-2009 calendar base year average of 55 to 50 in CY2011.



Goal: Pedestrian Fatalities

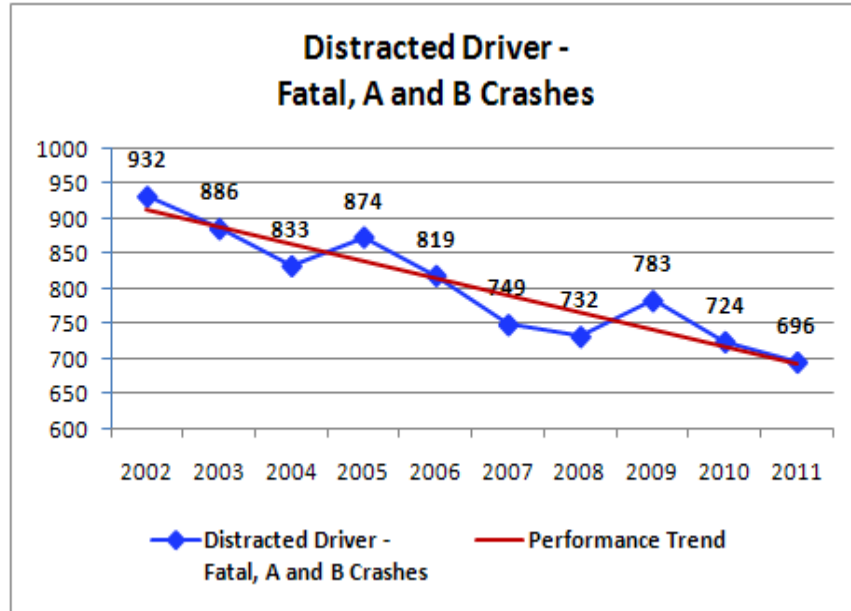
To reduce Pedestrian Fatalities by 4% from the 2007-2009 calendar base year average of 7 to 7 in CY2011.



Goal: Distracted Driver – Fatal, A and B Injury Crashes*

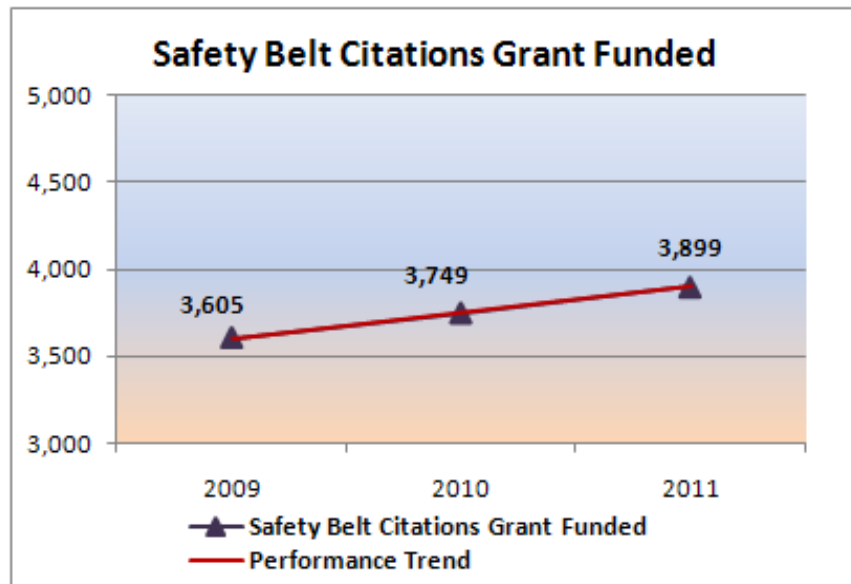
*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow too closely

To reduce Distracted Driver – Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 755 to 696 in CY2011.



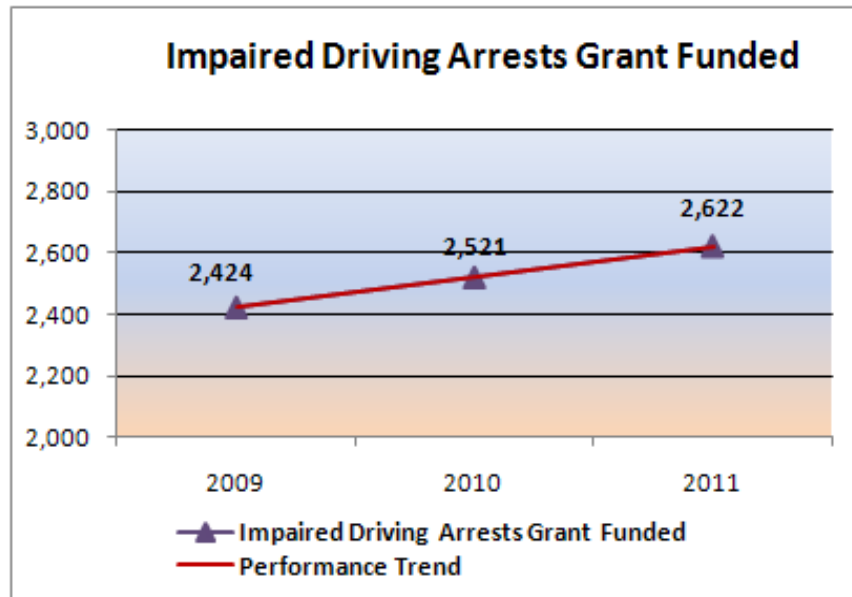
Goal: Safety Belt Citations Grant Funded

To increase Safety Belt Citations Grant Funded by 4% from the 2009 calendar base year of 3,605 to 3,899 in CY2011.



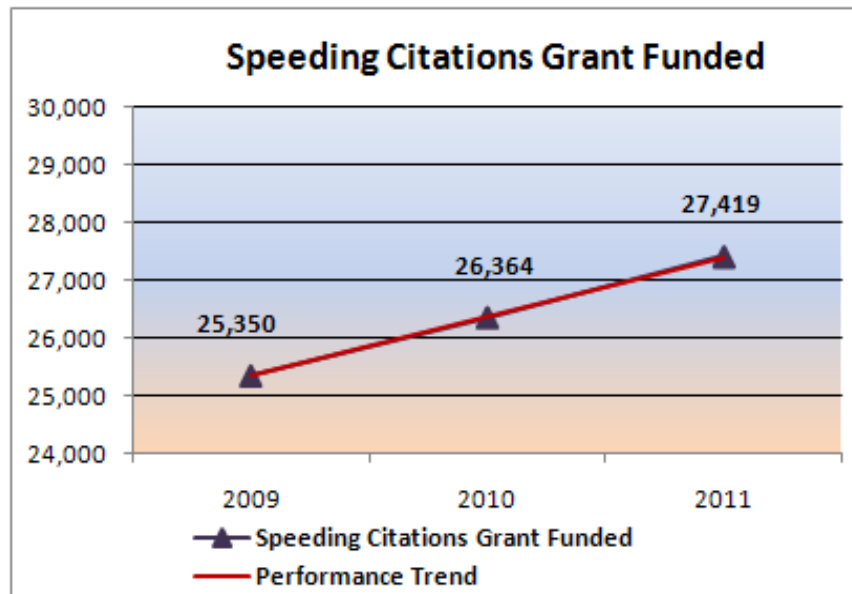
Goal: Impaired Driving Arrests Grant Funded

To increase Impaired Driving Arrests Grant Funded by 4% from the 2009 calendar base year of 2,424 to 2,622 in CY2011.



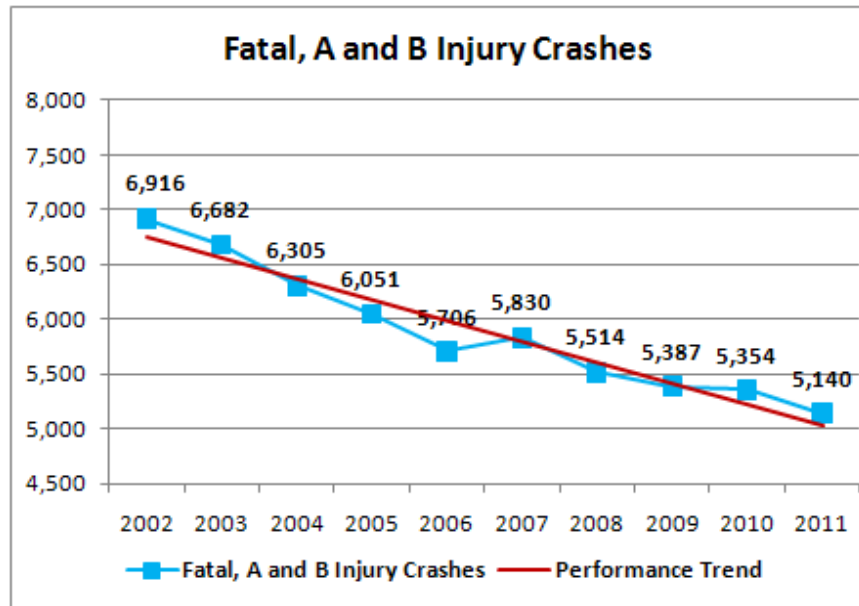
Goal: Speeding Citations Grant Funded

To increase Speeding Citation Grant Funded by 4% from the 2009 calendar base year 25,350 to 27,419 in CY2011.



Overall Goal: Fatal, A and B Injury Crashes

To decrease Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 5,577 to 5,140 in CY2011.

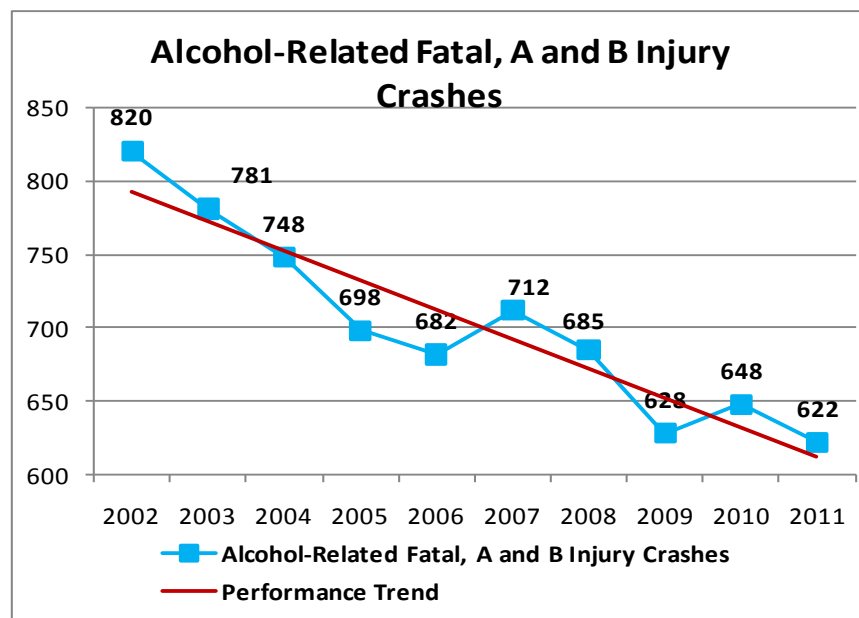


Performance Measures

The FY2011 selected emphasis areas are as follows:

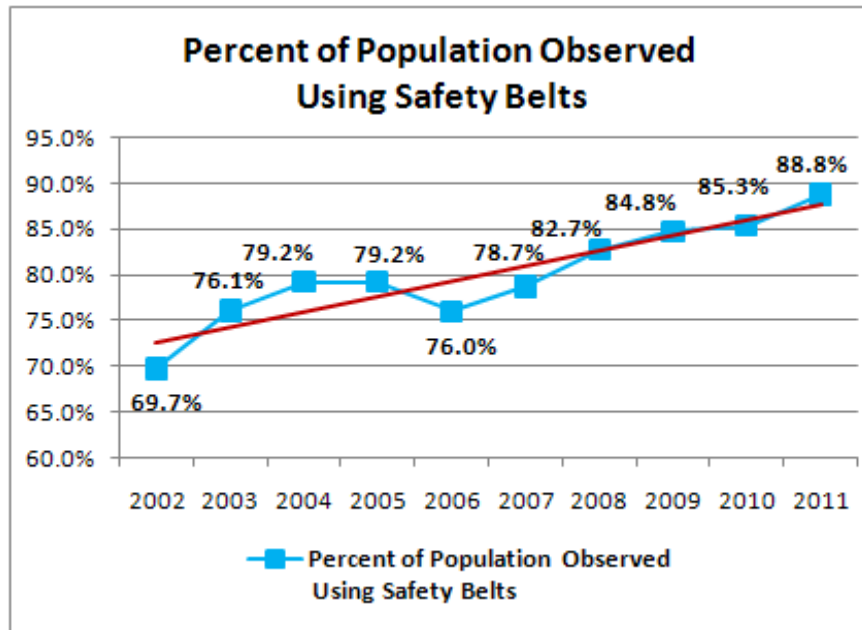
1. Alcohol-Related Fatal, A and B Injury Crashes

To decrease Alcohol-Related Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 675 to 622 in CY2011.



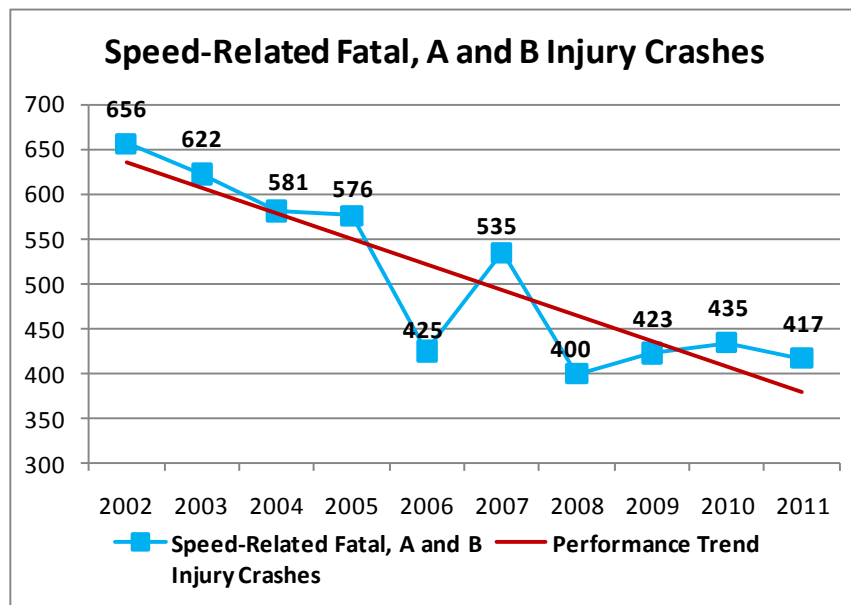
2. Occupant Restraint Use

To increase Statewide Observed Seat Belt Use of Front Set Outboard Occupants in Passenger Vehicles by 4% from the 2007-2009 calendar base year average of 82.1% to 88.8% in CY2011.



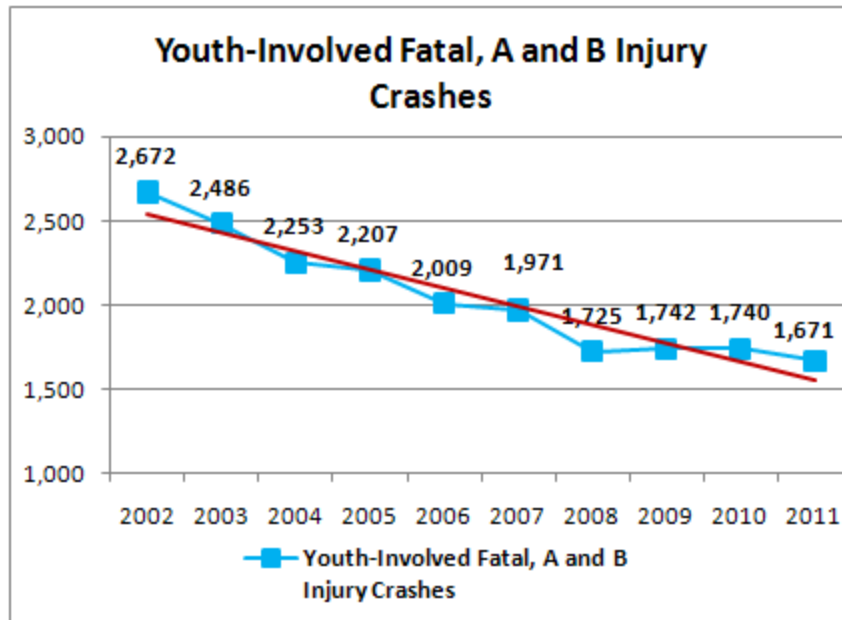
3. Speed-Related Fatal, A and B Injury Crashes

To decrease Speed-Related Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 453 to 417 in CY2011.



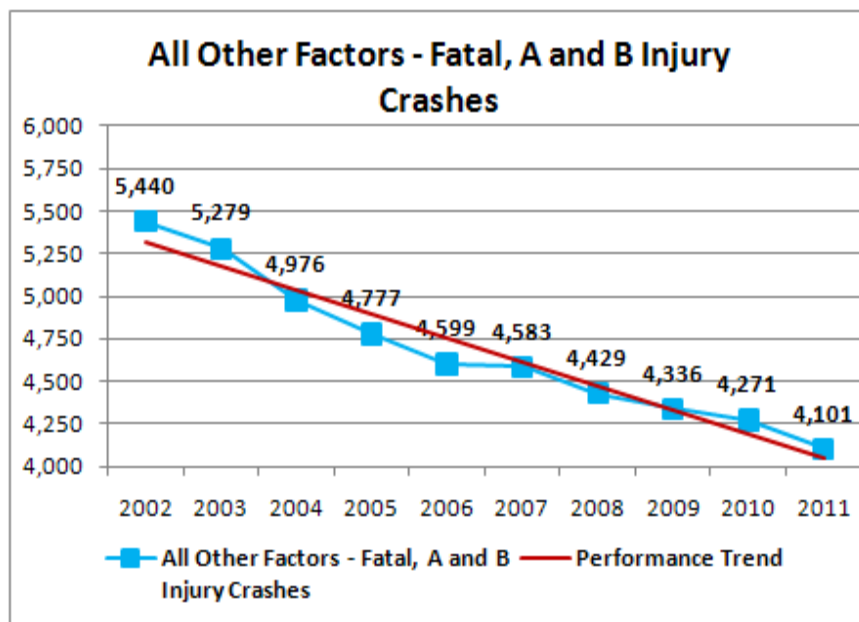
4. Youth-Involved Fatal, A and B Injury Crashes

To decrease Youth-Involved Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 1,813 to 1,671 in CY2011.



5. All Other Factors - Fatal, A and B Injury Crashes

To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 4,449 to 4,101 in CY2011.



Program, Project and Activity Selection Process

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the FY2011 funding period:

- Problem identification for specific geographical priority areas;
- Prioritizing or ranking of the emphasis areas;
- Goals are established;
- Proposals solicited and/or reviewed;
- Funding resources assessed and recommendations developed;
- Preliminary program, project, or activity selection based upon need, performance, and outcome expectations;
- Final contracts negotiation and approval.

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

Supplemental Problem Identification Data

1. Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths

Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths			
(Based on Calendar Year Fatality Data)			
Age Group	2007	2008	2009
0 thru 5	380	220	154
6 thru 10	281	66	137
11 thru 15	512	511	480
16 thru 20	2,775	2,035	1,761
21 thru 25	1,696	1,305	1,346
26 thru 30	587	556	1,141
31 thru 35	677	613	533
36 thru 40	704	406	670
41 thru 45	383	509	491
46 thru 50	608	506	503
51 thru 55	290	352	309
56 thru 60	190	256	157
61 thru 65	77	36	119
66 thru 70	72	107	48
71 thru 75	39	32	26
76 thru 80	10	10	10
Total	9,281	7,520	7,885

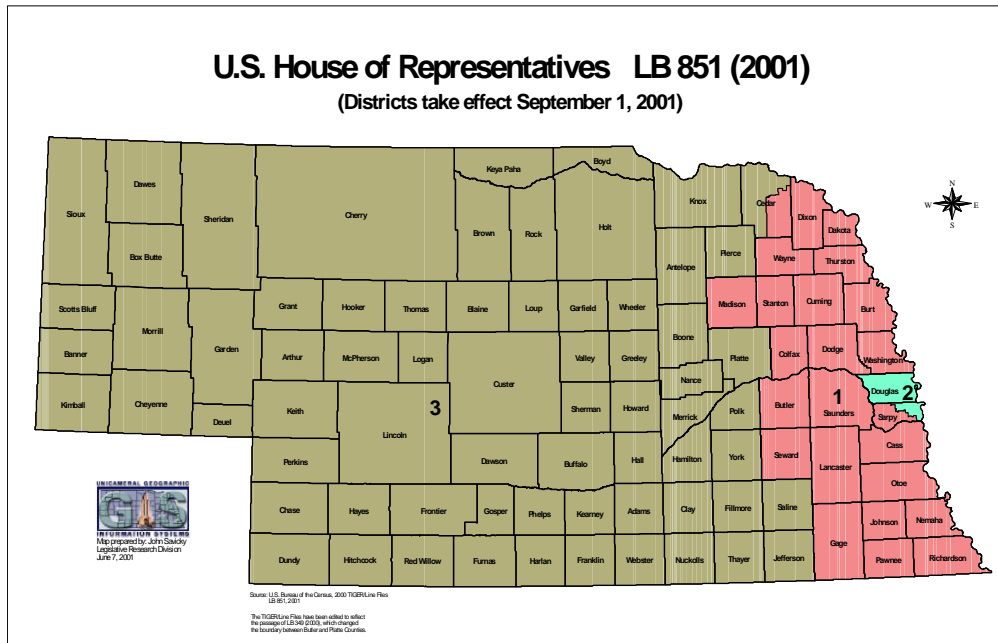
Based on Nebraska Life Expectancy Estimate of 80 Years for Females and 73 Years for Males

*Based on Calendar Year Fatality Data.

2. Nebraska Priority Counties

NEBRASKA PRIORITY COUNTIES FOR FY2011									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2010 Population*
Three	Adams	96	42.38	5.30	7.50	18.10	29.58	64.3%	33,830
Three	Box Butte	43	45.09	5.24	6.29	14.68	33.56	60.2%	11,023
Three	Buffalo	129	22.25	2.59	1.72	6.73	17.94	66.2%	45,988
One	Cass	64	16.10	2.51	0.75	4.78	12.83	64.7%	27,733
Three	Custer	43	28.06	4.57	2.61	9.14	20.88	32.9%	10,882
Three	Dawson	78	17.79	2.74	2.51	4.11	12.55	66.3%	25,398
One	Dodge	116	34.61	3.28	2.39	11.34	28.94	62.0%	36,176
One	Douglas	1,403	32.15	4.01	0.96	9.99	27.18	73.8%	511,227
One	Gage	89	39.43	4.43	2.21	10.19	32.78	68.5%	23,733
Three	Hall	208	33.51	4.51	2.58	12.73	26.42	68.0%	56,824
One	Lancaster	942	40.38	2.87	2.01	13.80	35.50	83.6%	280,767
Three	Lincoln	155	26.89	3.47	6.07	9.02	17.35	62.7%	36,347
One	Madison	109	38.07	6.98	2.44	15.02	28.64	55.2%	34,801
One	Otoe	53	22.98	2.60	1.73	5.20	18.65	67.0%	15,704
Three	Platte	117	40.76	6.27	2.79	14.28	31.70	63.2%	31,059
Three	Saline	41	35.39	4.32	6.04	8.63	25.03	56.1%	14,654
One/Two	Sarpy	308	24.96	1.62	0.97	10.94	22.37	83.0%	156,696
One	Saunders	58	27.27	1.88	3.29	7.99	22.10	68.5%	21,220
Three	Scotts Bluff	131	42.55	6.17	5.52	16.24	30.86	72.9%	36,429
One	Seward	57	15.37	0.54	0.54	5.93	14.29	70.4%	17,111
One	Washington	63	32.63	3.63	5.70	9.32	23.31	68.9%	21,235
Three	York	50	14.60	0.29	1.75	4.38	12.55	70.8%	14,465
22 County Population									1,463,302
Statewide		5,387	28.13	3.28	2.13	9.10	22.65	70.2%	1,819,484
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									80.4%
Data taken off 2009 Standard Summaries, Fatal, A / B Injuries, Statewide and County									of Population
*UNL-Lincoln-Bureau of Business Research									Revised 5/11/10

3. Congressional Districts of Nebraska



4. Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA			
	2007	2008	2009
POPULATION[^]	1,774,571	1,783,432	1,796,619
LICENSED DRIVERS	1,363,094	1,380,472	1,380,859
REGISTERED VEHICLES	2,148,061	2,184,102	2,204,967
VEHICLE MILES (MILLIONS)	19,304	18,864	19,147
FATALITY RATE (MILLIONS)	1.33	1.10	1.16
FATAL CRASHES	230	188	205
FATALITIES	256	208	223
A* INJURY CRASHES	1,535	1,482	1,517
B* INJURY CRASHES	4,065	3,844	3,665
C* INJURY CRASHES	7,329	6,984	7,030
A* INJURIES	1,976	1,854	1,945
B* INJURIES	5,391	5,059	4,887
C* INJURIES	11,616	10,886	10,943
ALCOHOL RELATED FATAL CRASHES	79	61	73
ALCOHOL RELATED FATALITIES	91	67	79
ALCOHOL RELATED A & B** INJURY CRASHES	633	624	555
ALCOHOL RELATED C** INJURY CRASHES	334	285	269
ALCOHOL RELATED A & B** INJURIES	1,010	948	877
ALCOHOL RELATED C** INJURIES	449	356	361
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	13,437	13,660	13,399
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	10,711	11,504	11,520
SAFETY BELT CONVICTIONS##	8,550	9,325	10,118
CHILD RESTRAINT CONVICTIONS##	1,659	1,742	1,628
OBSERVED CHILD RESTRAINT USE	93.2%	96.8%	95.4%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	67.7%	69.3%	70.2%
OBSERVED RESTRAINT USE	78.7%	82.7%	84.8%
SPEEDING CONVICTIONS##			
COUNTY/STATE	39,942	39,862	39,110
MUNICIPAL	24,366	29,289	31,839
INTERSTATE	10,746	11,678	11,531
SPEEDING	1,417	1,464	1,315
SPEED TOO FAST FOR CONDITIONS	433	504	548
TOTAL SPEED CONVICTIONS	76,904	82,797	84,343
* A - Disabling Injuries B - Visible, but not Disabling Injury C - Possible Injury			
[^] U.S. Census Bureau, Population Estimates Program			
License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles			
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports			
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics			
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 5/11/07, 5/29/09, 4/27/10			
Nebraska Office of Highway Safety -DOR, P.O. Box 94612, Lincoln, NE 68509			
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 5/11/10			

5. Nebraska – Drivers (Age 16 thru 20) Traffic Records Crash Data

NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DATA			
	2007	2008	2009
LICENSED DRIVERS (Age 16 - 20)	120,370	118,369	114,515
FATAL CRASHES	69	44	46
FATALITIES	72	49	54
A* & B* INJURY CRASHES	1,715	1,683	1,662
C* INJURY CRASHES	2,339	2,398	2,255
A* & B* INJURIES	3,000	3,011	2,940
C* INJURIES	3,168	3,326	3,063
ALCOHOL-RELATED FATAL CRASHES	18	14	16
ALCOHOL-RELATED FATALITIES	25	14	18
ALCOHOL-RELATED A* & B* INJURY CRASHES	126	145	111
ALCOHOL-RELATED C* INJURY CRASHES	78	70	48
ALCOHOL-RELATED A* & B* INJURIES	220	223	180
ALCOHOL-RELATED C* INJURIES	111	102	72
TOTAL ARRESTS UNDER AGE 18: #			
DRIVING UNDER INFLUENCE (DUI)	289	238	230
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,525	2,476	2,019
DUI CONVICTIONS ##	1,096	1,038	966
.02 CONVICTIONS ##	43	51	50
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	725	859	717
SAFETY BELT CONVICTIONS ##	2,162	2,005	2,201
CHILD RESTRAINT CONVICTIONS ##	175	152	150
REPORTED RESTRAINT USE ###	74.3%	74.4%	57.8%
SPEEDING CONVICTIONS ##			
COUNTY/STATE	6,601	6,300	6,463
MUNICIPAL	4,844	5,086	5,260
INTERSTATE	1,886	1,784	1,801
SPEED TOO FAST FOR CONDITIONS	135	112	131
TOTAL SPEED CONVICTIONS	13,466	13,282	13,655
* A - Disabling Injuries * B - Visible, but not Disabling Injury * C - Possible Injury Licensed Drivers Includes all Permits (Learner's Permit-LPE & LPD), (School Permit-SCH), (Provisional Operator's Permit-POP) # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 5/23/08, 5/29/09, 4/27/10 Nebraska Office of Highway Safety - DOR, P.O. Box 94612, Lincoln, NE 68509 Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 5/11/10			

6. Nebraska Fatal, A and B Injury Crash Data by County and Calendar Year

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2009)											
(COUNTIES BY CRASH TOTAL)											
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	10	214	718	942	3	HALL	7	68	133	208
1	DODGE	4	31	81	116	3	LINCOLN	5	52	98	155
1	MADISON	3	38	68	109	3	SCOTTS BLUFF	4	31	96	131
1	GAGE	3	37	49	89	3	BUFFALO	9	36	84	129
1	CASS	7	13	44	64	3	PLATTE	7	25	85	117
1	WASHINGTON	2	14	47	63	3	ADAMS	4	14	78	96
1	SAUNDERS	3	11	44	58	3	DAWSON	5	23	50	78
1	SEWARD	4	13	40	57	3	YORK	6	13	31	50
1	OTOE	4	16	33	53	3	BOX BUTTE	4	14	25	43
1	DAKOTA	0	11	22	33	3	CUSTER	6	15	22	43
1	CUMING	1	10	21	32	3	SALINE	0	17	24	41
1	CEDAR	2	8	17	27	3	DAWES	3	8	23	34
1	COLFAX	2	10	15	27	3	HAMILTON	1	17	16	34
1	WAYNE	0	9	18	27	3	RED WILLOW	0	10	23	33
1	JOHNSON	0	15	6	21	3	KEITH	4	12	16	32
1	BUTLER	0	11	8	19	3	ANTELOPE	1	10	18	29
1	RICHARDSON	1	4	12	17	3	MERRICK	2	5	21	28
1	THURSTON	3	3	11	17	3	CHEYENNE	2	7	18	27
1	DIXON	2	6	7	15	3	HOLT	2	10	15	27
1	NEMAHA	1	6	7	14	3	PHELPS	4	5	18	27
1 - 3	BURT	0	3	10	13	3	KNOX	2	11	13	26
1	STANTON	0	4	6	10	3	SHERIDAN	3	6	16	25
1	PAWNEE	1	5	3	9	3	CLAY	8	4	9	21
	TOTAL	53	492	1,287	1,832	3	PIERCE	1	5	14	20
						3	JEFFERSON	0	9	10	19
						3	KEARNEY	0	7	12	19
						3	MORRILL	1	9	9	19
						3	POLK	1	8	10	19
						3	FILLMORE	1	4	13	18
						3	BOONE	1	6	9	16
						3	CHERRY	5	7	4	16
						3	THAYER	1	5	10	16
						3	VALLEY	2	6	8	16
						3	KIMBALL	0	8	7	15
						3	DEUEL	3	3	8	14
						3	CHASE	3	6	4	13
						3	FURNAS	2	2	9	13
						3	HITCHCOCK	0	3	10	13
						3	HOWARD	1	4	8	13
						3	PERKINS	1	5	6	12
						3	WEBSTER	0	7	4	11
						3	BROWN	3	2	5	10
						3	NUCKOLLS	0	0	10	10
						3	BOYD	1	4	4	9
						3	FRANKLIN	0	2	7	9
						3	FRONTIER	1	3	5	9
						3	NANCE	0	4	4	8
						3	SHERMAN	1	4	3	8
						3	DUNDY	1	2	4	7
						3	HARLAN	0	1	6	7
						3	GOSPER	1	2	3	6
						3	BANNER	0	3	2	5
						3	GARDEN	0	2	3	5
						3	GARFIELD	0	2	3	5
						3	THOMAS	1	0	3	4
						3	ARTHUR	0	1	2	3
						3	GRANT	0	1	2	3
						3	GREELEY	0	3	0	3
						3	HOOKER	0	1	2	3
						3	SIOUX	0	1	2	3
						3	BLAINE	0	1	1	2
						3	HAYES	0	1	1	2
						3	KEYA PAHA	0	0	2	2
						3	LOGAN	0	0	2	2
						3	WHEELER	1	0	1	2
						3	MCPHERSON	0	0	1	1
						3	LOUP	0	0	0	0
						3	ROCK	0	0	0	0
							TOTAL	122	557	1,165	1,844

DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	26	370	1,007	1,403
1 - 2	SARPY	4	98	206	308
	TOTAL	30	468	1,213	1,711

STATE TOTAL	205	1,517	3,665	5,387
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CY - Calendar Year

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

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2008)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	12	219	733	964	3	HALL	5	47	160	212
1	DODGE	3	34	94	131	3	LINCOLN	3	30	121	154
1	MADISON	2	25	65	92	3	SCOTTS BLUFF	4	28	102	134
1	GAGE	6	27	51	84	3	BUFFALO	7	37	91	135
1	CASS	8	18	38	64	3	PLATTE	5	35	90	130
1	WASHINGTON	0	17	47	64	3	ADAMS	1	20	55	76
1	OTOE	3	17	39	59	3	DAWSON	3	14	41	58
1	SAUNDERS	2	22	46	70	3	YORK	1	13	29	43
1	SEWARD	5	23	28	56	3	SALINE	1	9	22	32
1	DAKOTA	2	12	27	41	3	KEITH	2	13	31	46
1	CUMING	3	13	20	36	3	HAMILTON	1	12	34	47
1	WAYNE	2	8	18	28	3	CHEYENNE	5	18	23	46
1	RICHARDSON	1	10	14	25	3	RED WILLOW	1	13	25	39
1	COLFAX	2	8	13	23	3	CUSTER	1	11	19	31
1	NEMAHA	3	6	13	22	3	BOX BUTTE	1	10	19	30
1	BUTLER	4	7	9	20	3	PHELPS	2	8	20	30
1	THURSTON	0	7	12	19	3	KEARNEY	4	12	13	29
1	DIXON	4	5	10	19	3	MERRICK	1	12	15	28
1	STANTON	1	6	7	14	3	HOLT	3	4	17	24
1	BURT	0	8	5	13	3	CLAY	3	11	9	23
1 - 3	CEDAR	1	6	5	12	3	DAWES	2	4	16	22
1	PAWNEE	1	3	6	10	3	PIERCE	1	10	10	21
1	JOHNSON	1	2	4	7	3	POLK	2	4	15	21
	TOTAL	66	503	1,304	1,873	3	ANTELOPE	2	4	13	19
						3	JEFFERSON	1	3	14	18
						3	KNOX	2	4	11	17
						3	KIMBALL	3	10	4	17
						3	VALLEY	0	7	9	16
						3	FILLMORE	1	6	8	15
						3	MORRILL	4	4	6	14
						3	DEUEL	4	5	5	14
						3	HOWARD	0	2	11	13
						3	SHERIDAN	2	4	7	13
						3	FURNAS	3	3	7	13
						3	HARLAN	2	5	6	13
						3	HITCHCOCK	1	6	6	13
						3	THAYER	0	1	11	12
						3	PERKINS	1	3	8	12
						3	NANCE	2	3	6	11
						3	WEBSTER	1	3	6	10
						3	SHERMAN	0	4	6	10
						3	FRONTIER	3	1	6	10
						3	CHERRY	0	6	3	9
						3	GREELEY	0	1	8	9
						3	BROWN	0	3	5	8
						3	FRANKLIN	1	3	3	7
						3	CHASE	0	2	5	7
						3	BOYD	2	1	4	7
						3	BOONE	0	3	3	6
						3	BANNER	1	3	2	6
						3	ROCK	0	1	5	6
						3	NUCKOLLS	2	2	1	5
						3	GARDEN	0	3	2	5
						3	SIQUX	0	2	3	5
						3	ARTHUR	0	2	3	5
						3	HOCKER	0	0	5	5
						3	GOSPER	0	2	2	4
						3	WHEELER	0	1	3	4
						3	THOMAS	0	1	3	4
						3	DUNDY	0	3	1	4
						3	GRANT	0	1	2	3
						3	HAYES	0	0	2	2
						3	LOGAN	0	1	1	2
						3	GARFIELD	0	1	1	2
						3	LOUP	0	0	2	2
						3	BLAINE	0	0	1	1
						3	KEYA PAHA	0	0	0	0
						3	MCPHERSON	0	0	0	0
							TOTAL	97	495	1,197	1,789

<p>DIST. COUNTY FATAL A * B * TOTAL</p> <p>2 DOUGLAS 17 393 1,088 1,498</p> <p>1 - 2 SARPY 8 91 255 354</p> <p>TOTAL 25 484 1,343 1,852</p>	<p>STATE TOTAL 188 1,482 3,844 5,514</p>
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CY - Calendar Year

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

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2007)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	22	248	752	1,022	3	HALL	4	61	140	205
1	DODGE	4	38	101	143	3	LINCOLN	7	32	113	152
1	MADISON	3	22	73	98	3	SCOTTS BLUFF	5	41	100	146
1	GAGE	4	19	67	90	3	BUFFALO	9	24	106	139
1	CASS	4	27	49	80	3	PLATTE	9	18	77	104
1	WASHINGTON	2	21	38	61	3	ADAMS	5	17	69	91
1	OTOE	6	18	33	57	3	DAWSON	5	14	52	71
1	SAUNDERS	2	11	39	52	3	YORK	2	15	32	49
1	SEWARD	4	14	33	51	3	SALINE	3	8	32	43
1	DAKOTA	4	13	25	42	3	KEITH	3	15	22	40
1	PAWNEE	1	3	6	10	3	HAMILTON	5	14	19	38
1	NEMAHA	0	6	9	15	3	MERRICK	2	12	21	35
1	RICHARDSON	1	5	11	17	3	CLUSTER	2	11	21	34
1	JOHNSON	2	6	10	18	3	RED WILLOW	2	9	23	34
1	STANTON	1	9	8	18	3	BOX BUTTE	1	9	22	32
1	COLFAX	1	9	10	20	3	CHEYENNE	3	11	16	30
1	THURSTON	0	7	13	20	3	DAWES	0	8	18	26
1	BURT	1	9	11	21	3	HOWARD	2	7	17	26
1	DIXON	1	6	14	21	3	PHELPS	1	6	19	26
1	WAYNE	1	6	14	21	3	PIERCE	1	10	15	26
1	BUTLER	3	9	15	27	3	ANTELOPE	3	6	15	24
1 - 3	CEDAR	1	15	15	31	3	BOONE	0	8	15	23
1	CUMING	0	13	24	37	3	CLAY	2	5	15	22
	TOTAL	68	534	1,370	1,972	3	HOLT	1	9	12	22
						3	KEARNEY	2	4	16	22
						3	POLK	5	5	12	22
						3	SHERIDAN	3	10	8	21
						3	FILLMORE	0	5	14	19
						3	FURNAS	1	9	9	19
						3	KNOX	3	6	10	19
						3	NANCE	0	3	16	19
						3	MORRILL	0	4	14	18
						3	THAYER	1	6	11	18
						3	CHERRY	1	5	11	17
						3	KIMBALL	2	5	10	17
						3	DEUEL	1	4	10	15
						3	JEFFERSON	1	7	7	15
						3	NUCKOLLS	2	4	9	15
						3	HARLAN	1	7	5	13
						3	HITCHCOCK	3	4	6	13
						3	WEBSTER	0	4	8	12
						3	PERKINS	0	1	10	11
						3	SHERMAN	2	1	8	11
						3	BROWN	0	2	8	10
						3	FRONTIER	0	3	7	10
						3	GREELEY	0	5	5	10
						3	FRANKLIN	0	2	6	8
						3	GARDEN	1	3	4	8
						3	VALLEY	3	1	4	8
						3	CHASE	0	4	3	7
						3	GOSPER	0	3	4	7
						3	HAYES	1	1	5	7
						3	SIOUX	0	2	4	6
						3	WHEELER	0	4	2	6
						3	BOYD	1	3	1	5
						3	LOGAN	0	2	3	5
						3	THOMAS	1	2	2	5
						3	ARTHUR	1	1	2	4
						3	BANNER	1	1	2	4
						3	GRANT	0	1	3	4
						3	DUNDY	0	1	2	3
						3	BLAINE	0	1	1	2
						3	KEYA PAHA	0	0	2	2
						3	ROCK	1	0	1	2
						3	GARFIELD	0	1	0	1
						3	HOCKER	0	1	0	1
						3	LOUP	1	0	0	1
						3	MCPHERSON	0	0	0	0
							TOTAL	116	508	1,256	1,880

DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	35	399	1,161	1,595
1 - 2	SARPY	11	94	278	383
	TOTAL	46	493	1,439	1,978

STATE TOTAL	FATAL	A *	B *	TOTAL
	230	1,535	4,065	5,830

CY - Calendar Year

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

Section 402 Highway Safety Projects by Program Area

The Nebraska Office of Highway Safety (NOHS) has allocated its Section 402 Highway Safety funds for Federal Fiscal Year 2011 (October 1, 2010 - September 30, 2011) to 33 program tasks. This listing provides a brief description of the projects. While there are 33 program tasks, an expected total of more than 150 individual projects will result from the mini-grant contract awards. A total of \$2,663,726.00 has been estimated for Fiscal Year 2011.

Planning and Administration

Project Number: 11-01

Project Title: **Planning and Administration / NOHS**

Description:

Provide the staff and facility resources to deliver programs that meet the program goals and objectives to reduce crashes, injuries and deaths. Provide funding to the NOHS for basic administrative costs including office expenses, memberships, and travel expenses for an administrator, including personal services for accountant, and staff assistant. OJJDP administrative costs are expended from the Nebraska Department of Roads cash funds. As required, state cash funding will hard 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. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, to 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 Vehicle Services Division and the Driver Licensing Division for soft matching the federal highway safety funding. NOHS maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Budget: \$160,000

Project Number: 11-02

Project Title: **Auditing / NOHS**

Description:

Provide funding to the NOHS for the cost of auditing all highway safety projects. This provides a means of budgeting and a method of cost effectiveness on providing funds for all audits of the activities outlined in the plan. The Auditor of Public Accounts performs the audits.

Budget: \$4,000

Planning and Administration: Budget Summary

Project Number	Project Title	Budget
11-01	Planning and Administration	\$160,000.00
11-02	Auditing	\$4,000.00
Total 402 Funds		\$164,000.00

Alcohol Program Area

Goal: To decrease Alcohol-Related Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 675 to 622 in CY2011.

Project Number: 11-06

Project Title: **Nebraska Collegiate Consortium to Reduce High Risk Drinking/
University of Nebraska at Lincoln – Nebraska Prevention Center for
Alcohol and Drug Abuse**

Description:

Provide funding to further the development of the Nebraska Collegiate Consortium (NCC) to Reduce High Risk Drinking project. This funding will provide technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list serve, provide technical assistance on the analysis of existing databases and the development of new surveys. This project has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. This year the NCC will expand program initiatives directed at soliciting increased parental involvement and support to reduce high-risk drinking through Parent CAP development. It is also the only program with a customized brief intervention available to all participating colleges.

Budget: \$176,783

Project Number: 11-09

Project Title: **Alcohol / Program Coordination / NOHS**

Description:

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit alcohol program area grants and activities.

Budget: \$85,000

Project Number: 11-10

Project Title: **Alcohol / Public Information and Education / NOHS**

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of impaired driving issues. This project will include paid media.

Budget: \$300,000

Project Number: 11-11

Project Title: **Alcohol Equipment Support / NOHS**

Description:

Provide funding for the NOHS to assist local law enforcement agencies in obtaining mouthpieces, evidence cards, Alco cans and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided to maintain the state's Breath Alcohol Testing Mobile Vehicle (BATmobile). The BATmobile vehicle is loaned to law enforcement agencies at no cost to them to assist in impaired driving enforcement and education efforts.

Budget: \$27,000

Project Number: 11-12

Project Title: Alcohol / Selective Overtime Enforcement / NOHS

Description:

Provide funding to the NOHS to award mini-grants for selective overtime alcohol enforcement (compliance checks, saturation patrols, sobriety checkpoints, shoulder taps, may include You Drink & Drive. You Lose. mobilization) to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

Budget: \$100,000

Project Number: 11-17

Project Title: MADD Court Monitoring Program / Statewide Initiatives
Mothers Against Drunk Driving Nebraska State Office

Description:

Funding will be provided to MADD (Mothers Against Drunk Driving) Nebraska to continue to focus on all counties with specific attention to the 22 priority counties identified by NOHS. This project will implement a statewide court monitoring initiative to educate and train local volunteers to collect data, provide written documents, and observe court in priority counties. MADD will observe court and collect data from additional counties to ascertain whether or not consistent sentencing is utilized across the state. Information gathered through the court-monitoring program will be used to advocate for change and raise public awareness about impaired driving issues and cost to communities. This project will focus on four groups of community stakeholders (prosecutor, county commissioners, city council members and community coalitions) in each county to raise awareness and public trust in the justice system.

Budget: \$103,310

Project Number: 11-18

Project Title: Underage Alcohol Coalition / Project Extra Mile

Description:

Provide funding to Project Extra Mile (PEM) coalition to continue to network with community-based coalitions in Nebraska who are committed to reducing youth-involved motor vehicle crashes, as well as preventing youth access to alcohol and tragic consequences that result from underage drinking. This project will continue to keep the public informed on the dangers and harmful consequences of illegal underage alcohol consumption, collaborates with law enforcement agencies and initiatives, the courts, and the community to improve policies and practices, including the enforcement and adjudication of strategies, and includes policy and media advocacy efforts. This project will continue to train youth groups in policy and media advocacy and leadership issues.

Budget: \$124,750

Project Number: 11-25

Project Title: Traffic Training / NOHS

Description:

Provide funding assistance through the Mini-Grant Contract Application and Award process to agencies and/or organizations in the twenty-two priority counties to attend traffic safety-related training. This project is to provide assistance to improve and expand the knowledge of law enforcement and traffic safety professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska.

Budget: \$40,000

Project Number: 11-39

Project Title: **Prosecutorial Response to DUI Crimes
Nebraska Department of Justice, Nebraska Attorney General's Office**

Description:

Funding will be used to continue 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 offense cases and subsequent related prosecution. This position will continue to 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 and prosecutors to strengthen information sharing and facilitate a uniform and effective response to driving under the influence crimes.

Budget: \$103,679

Project Number: 11-40

Project Title: **Project Night Life Expansion
Omaha Police Department**

Description:

Provide funding to the Omaha Police Department to continue to expand the Project Night Life Expansion grant. This project will continue its successes by reinforcing awareness and education of area police officers regarding the Nebraska Graduated Driver Licensing provisions, use joint efforts with surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. The project will educate teen drivers regarding the need for adhering to these restrictions and the penalties for failure to do so, and educate parents through seminars to make them aware of the need to encourage and provide their assistance in establishing parental rules for teen drivers. Funding for selective enforcement efforts continue monthly concentrating on high crash locations involving young drivers is provided in the grant.

Budget: \$83,051

Project Number: 11-41

Project Title: **Judicial/Prosecution Training / NOHS**

Description:

Provide funding assistance through the Mini-Grant Contract Application and Award process to Nebraska's judicial branch for training opportunities for prosecutors and judges to attend traffic-related training.

Budget: \$10,000

Alcohol: Budget Summary

Project Number	Project Title	Budget
11-06	Nebraska Collegiate Consortium To Reduce High Risk Drinking	\$176,783.00
11-09	Alcohol / Program Coordination	\$85,000.00
11-10	Alcohol / Public Information and Education	\$300,000.00
11-11	Alcohol Equipment Support	\$27,000.00
11-12	Alcohol / Selective Overtime Enforcement	\$100,000.00
11-17	MADD Court Monitoring Program / Statewide Initiatives	\$103,310.00
11-18	Underage Alcohol Coalition	\$124,750.00
11-25	Traffic Training	\$40,000.00
11-39	Prosecutorial Response to DUI Crimes	\$103,679.00
11-40	Project Night Life Expansion	\$83,051.00
11-41	Judicial / Prosecution Training	\$10,000.00
Total 402 Funds		\$1,153,573.00

Occupant Protection Program Area

Goal: To increase Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles by 4% from the 2007-2009 calendar base year average of 82.1% to 88.8% in CY2011.

Project Number: 11-03

Project Title: **Occupant Protection / Program Coordination / NOHS**

Description:

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

Budget: \$80,000

Project Number: 11-04

Project Title: **Occupant Protection / Public Information and Education / NOHS**

Description:

Provide the NOHS with funding to provide general public information on occupant protection in the target counties. Provide funding assistance through the Mini-Grant Contract Application and Award process to occupant restraint-related problems as need is demonstrated. Produce and provide public service announcements featuring occupant restraint message during mobilizations to media outlets. Contract with a media network to display occupant messages at sports events, liquor establishments, race tracks, etc. Contract with an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey on Nebraska driver's to establish a baseline for measurement in changes in attitudes. This project will include paid media.

Budget: \$250,000

Project Number: 11-05

Project Title: **Hall County STARS (Safe Travel At Rural Schools)
Central Nebraska Community Services, Inc.**

Description:

Provide funding to Central Nebraska Community Services, Inc. to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Hall County. This project will target the age group of 16 through 20 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts.

Budget: \$19,420

Project Number: 11-38

Project Title: **Click It Don't Risk It Coalition / NOHS**

Description:

Provide funding for the NOHS through the Mini-Grant Contract Application and Award process to state and community coalition organizations that identify and utilize strategies to increase occupant restraint use. The funding will be used to educate and motivate the at risk population including teen drivers, rural and urban pickup drivers, Hispanic population, and children.

Budget: \$70,000

Occupant Protection: Budget Summary

Project Number	Project Title	Budget
11-03	Occupant Protection / Program Coordination	\$80,000.00
11-04	Occupant Protection / Public Information and Education	\$250,000.00
11-05	Hall County STARS Safe Travel At Rural Schools	\$19,420.00
11-38	Click It Don't Risk It Coalition	\$70,000.00
Total 402 Funds		\$419,420.00

Police Traffic Services Program Area

Goal: To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 4,449 to 4,101 in CY2011.

Project Number: 11-07

Project Title: Sarpy County Traffic Unit / Sarpy County Sheriff's Office

Description:

Provides funding to the Sarpy County Sheriff's Office to continue to implement a multi-jurisdiction Traffic Unit. The Traffic Unit will bring together two law enforcement agencies (including Bellevue Police Department) in an effort to increase selective enforcement in areas where traffic is highest or where problems have been identified by crash data, citizens, or law enforcement without decreasing uniformed patrol levels. The Traffic Unit will consist of a Sarpy County Sergeant and Deputy along with two Bellevue Police Officers.

Budget: \$214,133

Project Number: 11-08

Project Title: La Vista Police Special Enforcement Bureau Motorcycle
La Vista Police Department

Description:

Provides funding to the La Vista Police Department to purchase an additional police motorcycle to enhance traffic enforcement with a motorcycle supervisor available to patrol and supervise/supplement current motorcycle officer activities. The department will increase selective traffic enforcement in identified dangerous/high incident traffic crash locations and prioritize for selective traffic enforcement activities.

Budget: \$24,000

Project Number: 11-27

Project Title: Traffic / Selective Overtime Enforcement / NOHS

Description:

Provides funding for the NOHS to award mini-grants for selective overtime traffic enforcement to state and local law enforcement agencies which may include Click It or Ticket mobilization. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to fatal, A and B injury crashes.

Budget: \$100,000

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget
11-07	Sarpy County Traffic Unit	\$214,133.00
11-08	La Vista Police Special Enforcement Bureau Motorcycle	\$24,000.00
11-27	Traffic / Selective Overtime Enforcement	\$100,000.00
Total 402 Funds		\$338,133.00

Traffic Records Program Area

Goal: To decrease All Other Factors - Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 4,449 to 4,101 in CY2011. (Minus Alcohol and Speed Crashes)

Project Number: 11-30

Project Title: Traffic Records / NOHS

Description:

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

Budget: \$60,000

Project Number: 11-31

Project Title: Computer System / NOHS

Description:

Provide funding to the NOHS for supplies, upgrading, and purchasing computer/fax equipment or any other necessary equipment to enhance research and analysis capabilities of traffic safety issues.

Budget: \$10,000

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget
11-30	Traffic Records	\$60,000.00
11-31	Computer System	\$10,000.00
Total 402 Funds		\$70,000.00

Distracted Driving Program Area

Goal: To reduce Distracted Driver – Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 755 to 696 in CY2011.

*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow too closely

Project Number: 11-13

Project Title: **Distracted Driving / Public Information and Education / NOHS**

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of distracted driving issues. Anticipate several individual grants will be awarded. This project will include paid media.

Budget: \$50,000

Project Number: 11-22

Project Title: **Preventing Distracted Driving Among Teenage Drivers
Department of Health and Human Services (DHHS)**

Description:

Provides funding to Department of Health and Human Services to implement several public health education programs aimed at preventing distracted driving among teenage drivers. A maximum of four mini-grants will be issued to eligible applicants at recognized local public health department that serve in the NOHS priority counties. Technical assistance will be provided by DHHS to the mini-grants recipients. Mini-grants will target distracted teenage driving using a work plan and coordinating efforts with law enforcement and county attorneys to implement their proposed program.

Budget: \$30,500

Distracted Driving Program Area: Budget Summary

Project Number	Project Title	Budget
11-13	Distracted Driving / Public Information and Education	\$50,000.00
11-22	Preventing Distracted Driving Among Teenage Drivers	\$30,500.00
Total 402 Funds		\$80,500.00

Identification and Surveillance Program Area

Goal: To decrease Youth-Involved Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 1,813 to 1,671 in CY2011.

Project Number: 11-19

Project Title: Youth / Public Information and Education / NOHS

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, videos, and campaigns targeting youth. Funding for mini-grants specific to youth traffic safety as need is demonstrated. Provide funding to maintain the toll-free TIP line to report underage drinking in the state and to conduct a media campaign to enhance the TIP line public awareness by utilizing community and enforcement partners. This project will include paid media.

Budget: \$50,000

Project Number: 11-21

Project Title: Youth / Program Coordination / NOHS

Description:

Provides funding to the NOHS for basic costs, including personal services, travel and office expenses to coordinate, monitor, and audit youth program area grants and activities. Coordination and technical assistance of teen/youth activities and projects to help with public information and education activities, supporting national campaigns, and providing support for youth activities.

Budget: \$25,000

Project Number: 11-23

Project Title: Traffic Safety / Program Coordination / NOHS

Description:

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

Budget: \$142,000

Project Number: 11-24

Project Title: Traffic Safety / Public Information and Education / NOHS

Description:

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, news clipping services, local mini-grants, and campaigns to encourage increased awareness of traffic laws and issues (other than occupant restraints, alcohol, speed, and youth). Funds will also be used to contract with an experienced traffic safety public opinion survey of Nebraska drivers to establish a baseline for measurements. This project will include paid media.

Budget: \$20,000

Identification and Surveillance Program Area: Budget Summary

Project Number	Project Title	Budget
11-19	Youth / Public Information and Education	\$50,000.00
11-21	Youth / Program Coordination	\$25,000.00
11-23	Traffic Safety / Program Coordination	\$142,000.00
11-24	Traffic Safety / Public Information and Education	\$20,000.00
Total 402 Funds		\$237,000.00

Speed Management Program Areas

Goal: To decrease Speed-Related Fatal, A and B Injury Crashes by 4% from the 2007-2009 calendar base year average of 453 to 417 in CY2011.

Project Number: 11-26

Project Title: **Traffic Law Enforcement / Nebraska Crime Commission**

Description:

Provide funding for the Nebraska Law Enforcement Training Center to conduct highway safety related courses for all Nebraska law enforcement agencies. Courses are offered in Radar Certification (3), Laser Certification (3), Standard Field Sobriety Testing (SFST) courses (3) and 3 updates, (3) In-Car Camera, Crash Investigation ((Intermediate (1), Advanced (1) and Technical (1)), and contract for one CAD Zone classes (specialized crash software classes) and one (1) Traffic Crash Investigation symposium. The interactive CD Training course in Radar Recertification will continue to be distributed to law enforcement agencies.

Budget: \$61,100

Project Number: 11-32

Project Title: **Speed / Program Coordination / NOHS**

Description:

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit speed program area grants and activities.

Budget: \$25,000

Project Number: 11-33

Project Title: **Speed / Selective Overtime Enforcement / NOHS**

Description:

This project provides funding to the NOHS to award mini-grants in assisting state and local law enforcement agencies in the priority counties with enforcing Nebraska's speed limits by providing funding for selective speed overtime enforcement. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes.

Budget: \$50,000

Project Number: 11-34

Project Title: **Speed Equipment / NOHS**

Description:

Provides funding to the NOHS to award mini-grants to city and county law enforcement agencies in the priority counties with enforcing Nebraska's speed limits to obtain new speed detection equipment. Additional consideration is given to those agencies in the "speed emphasis" counties to impact attitudes and driving behavior.

Budget: \$40,000

Project Number: 11-35

Project Title: Speed / Public Information and Education / NOHS

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, mini-grants, and campaigns to address speed issues. Also provides funding for maintenance of program's speed monitoring trailers that are loaned to communities at no cost. Mini-grants are awarded to city and county law enforcement agencies in the priority counties to enforcing Nebraska's speed limits by providing funding to purchase of speed monitoring trailers. This project will include paid media.

Budget: \$25,000

Speed Management Program Area: Budget Summary

Project Number	Project Title	Budget
11-26	Traffic Law Enforcement	\$61,100.00
11-32	Speed / Program Coordination	\$25,000.00
11-33	Speed / Selective Overtime Enforcement	\$50,000.00
11-34	Speed Equipment	\$40,000.00
11-35	Speed / Public Information and Education	\$25,000.00
Total 402 Funds		\$201,100.00

Additional Highway Safety Funding

Section 405 - Occupant Protection Incentive

The goal of the 405 Occupant Protection Incentive project is to increase statewide safety belt and child restraint usage. This will provide funding for law enforcement incentives and media campaigns for "Click It or Ticket", child passenger safety seats, and observations surveys. These funds are used to increase the observed occupant restraint usage rate by 4% from the 2007-2009 calendar base year average of 82.1% to 88.8% and to increase the observed child restraint usage from the 2009 observed rate of 95.4% to 97.0% in CY2011. There are 3 program tasks with an expected total of more than 60 individual projects will result from the mini-grant contract awards. A total of \$345,000.00 has been allocated for Fiscal Year 2011.

Project Number: 405-11-06

Project Title: **Occupant Restraint Information Support / NOHS**

Description:

Providing funds to the NOHS to provide resources to Child Passenger Safety (CPS) instructors and technicians to provide and enhanced training and parent education (i.e., mailings, brochures, videos, newsletters subscriptions). Provide funding assistance through the Mini-Grant Contract Application and Award process to inspection stations to provide child safety seats for rural and low-income parents/care givers.

Budget: \$100,000

Project Number: 405-11-07

Project Title: **Occupant Protection / Special Initiatives / NOHS**

Description:

Provide funding to the NOHS to produce and provide public service announcements (PSA's) featuring occupant restraint messages to media outlets statewide during the "Click It or Ticket" (CIOT) mobilizations. Contract with an experienced survey firm to conduct a scientific and statistically valid statewide observed safety belt and child restraint opinion surveys on Nebraska driver's to establish a baseline for measurement in changes in attitudes. Provide incentives to law enforcement agencies participating in the 2011 mobilization/crackdown and meet the activity report deadline. This project will include paid media.

Budget: \$45,000

Project Number: 405-11-08

Project Title: **Occupant Protection/Click It or Ticket / NOHS**

Description:

This project provides funding to the NOHS to award mini-grants to state and local law enforcement agencies to participate in the Click It or Ticket Mobilizations. Participating agencies will be provided funding assistance for the overtime salaries and mileage. The goal of the mobilizations is to increase the safety belt usage rate from 84.8% to 85.7%.

Budget: \$200,000

Section 405 - Occupant Protection Incentive: Budget Summary

Project Number	Project Title	Budget
405-11-06	Occupant Restraint Information Support	\$100,000.00
405-11-07	Occupant Protection / Special Initiatives	\$45,000.00
405-11-08	Occupant Protection / Click It or Ticket	\$200,000.00
Total 405 Funds		\$345,000.00

Section 408 - State Traffic Safety Information System Improvements

Federal 408 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 that capture's, 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 August 2006 and another one will be held in July 2011. The assessment is used as a guide for 408 project priorities both short and long term.

Project Number: 408-11-01

Project Title: **E-Citations Automation / Nebraska Crime Commission**

Description:

Providing funds to the Nebraska Crime Commission to work with outside agencies, Nebraska Department of Roads (NDOR) and Nebraska Department of Motor Vehicles (DMV) that deal directly with traffic records, to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access and integrate data, ie. citations, Administrative License Revocation forms, crash report data, traffic records data electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. One component will be to expand the use of the eCitations to approximately 15 new law enforcement agencies.

Budget: \$412,695

Project Number: 408-11-02

Project Title: **Traffic Records Assessment / NOHS**

Description:

Provide funding to the NOHS to complete a traffic records assessment. The assessment which is used as a guide for 408 projects is used as a guide to implement effective highway safety data and traffic records programs. The traffic records assessment is scheduled for July 17-22, 2011.

Budget: \$30,000

Project Number: 408-11-03

Project Title: **E-Crash Reports / Nebraska Department of Roads**

Description:

Provide funding to the NDOR to create an Accident Records System that interfaces with the Electronic Accident Form to be utilized by law enforcement statewide. This will complete the rewrite of the Accident Records System, addressing the problems with the existing system, ranging from complete system lockup, incorrect query results and duplication of data into two separate databases. This project will also complete the rewrite of the Electronic Accident Form system to streamline the reporting process for the accident investigators. Once entered electronically, crash data will be interfaced with the Highway Safety Information database without human intervention, increasing speed and accuracy.

Budget: \$296,250

Project Number: 408-11-11

Project Title: **EMS (Emergency Medical Services) Data Quality Assessment
Nebraska Department of Health and Human Services**

Description:

Providing funds to the Nebraska Department of Health and Human Services (DHHS) to provide a reliable Emergency Medical Services (EMS) link to the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and death certificate. Currently Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), Lincoln Fire and Rescue data base, and Omaha Fire and Rescue database.

Budget: \$32,981

Project Number: 408-11-12

Project Title: **Lancaster County Court Moving Traffic Court Fines/Collection
State Court Administrator's Office**

Description:

Provide funding to the State Court Administrator's Office to increase collection of court-ordered time-pay fines/costs of defendants with moving traffic violations in Lancaster County, reduce the percentage of failure-to-pay defendants referred to the DMV for statutorily authorized driver's license suspension, collect a higher percentage of court-ordered time-pay fines, and encourage other Nebraska county judges and clerk magistrates to implementing effective ways to collect fines and costs for moving traffic violations.

Budget: \$53,279.96

Project Number: 408-11-13

Project Title: **Douglas County Court Moving Traffic Court Fines/Collection
State Court Administrator's Office**

Description:

Provide funding to the State Court Administrator's Office to increase collection of court-ordered time-pay fines/costs of defendants with moving traffic violations in Douglas County, reduce the percentage of failure-to-pay defendants referred to the DMV for statutorily authorized driver's license suspension, collect a higher percentage of court-ordered time-pay fines, and encourage other Nebraska county judges and clerk magistrates to implementing effective ways to collect fines and costs for moving traffic violations.

Budget: \$53,279.96

Project Number: 408-11-14

Project Title: **Crash Outcome Data Evaluation System (CODES)
Nebraska Department of Health and Human Services**

Description:

Provide funding to the DHHS create a database linking crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes. Through this project all EMS services are encourage to converge to the standard reporting systems – eNARSIS.

Budget: \$129,590

Project Number: 408-11-15

Project Title: **Hospital Discharge Injury Data (E-Code) Quality Assessment
Nebraska Department of Health and Human Services**

Description:

Providing funds to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury related hospital discharge (E-code) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and death certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-code law; monitoring progress in E-code compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

Budget: \$32,981

Section 408 – State Traffic Safety Information System Improvement:
Budget Summary

Project Number	Project Title	Budget
408-11-01	E-Citation Automation	\$412,695.00
408-11-02	Traffic Records Assessment	\$30,000.00
408-11-03	E-Crash Reports	\$296,250.00
408-11-11	EMS Data Quality Assessment	\$32,981.00
408-11-12	Lancaster County Court Moving Traffic Court Fines/Collection	\$53,279.96
408-11-13	Douglas County Court Moving Traffic Court Fines/Collection	\$53,279.96
408-11-14	Crash Outcome Data Evaluation System (CODES)	\$129,590.00
408-11-15	Hospital Discharge Injury Data (E-Code) Quality Assessment	\$32,981.00
Total 408 Funds		\$1,041,056.92

Section 410 – Alcohol Impaired Driving Countermeasures

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance in impaired driving arrests, improve the quality and efficiency of the prosecution and adjudication of offenders, and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies and to train Drug Recognition Experts. While there are 5 program tasks, an expected total of more than 325 individual projects will result from the mini-grant contract awards. A total of \$1,175,000.00 has been allocated for Fiscal Year 2011.

Project Number: 410-11-02

Project Title: **In Car Cameras / NOHS**

Description:

Provide funding for the NOHS to assist local law enforcement agencies in obtaining 125 in-car camera systems. In an effort to increase the conviction rate for individuals arrested for impaired driving, in-car cameras will be purchased, distributed and installed in patrol vehicles. The camera system is a simple means of collecting additional evidence and should result in fewer court appearances for law enforcement. The cost and benefits foreseen with the camera systems should include anticipated increase in conviction rates, reduction of the officer's time spent in court providing testimony, time spent on adjudication cases, decreasing the burden on the court system and increased safety for law enforcement officers.

Budget: \$600,000

Project Number: 410-11-03

Project Title: **Breath Testing Equipment / NOHS**

Description:

Provide funding for the NOHS to assist local law enforcement agencies by providing 250 breath testing equipment to apprehend impaired drivers. Participating agencies will receive breath testing equipment funded 100% by the NOHS.

Budget: \$90,000

Project Number: 410-11-04

Project Title: **DRE Training Recertification / NOHS**

Description:

This NOHS internal will increase law enforcement's ability to detect drug impaired drivers on Nebraska's roadways to assist in reducing motor vehicle fatal and injury crashes. This project will assist law enforcement in being able to detect drug impaired drivers by providing training and recertification training for Drug Recognition Experts (DRE). The objective of this project is to train an additional 24 DRE's; and to provide recertification training for all of Nebraska's DRE's.

Budget: \$75,000

Project Number: 410-11-05

Project Title: Alcohol / Selective Overtime / NOHS

Description:

Provide funding to the NOHS to award 40 mini-grants to law enforcement agencies to conduct selective overtime alcohol enforcement activities. Funding assistance may also be provided statewide during the "You Drink & Drive. You Lose." mobilizations. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Funding law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

Budget: \$400,000

Project Number: 410-11-06

Project Title: Alcohol / Public Information and Education / NOHS

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of impaired driving issues. Funding assistance may also be provided for a statewide media "You Drink & Drive. You Lose." impaired driving campaign. This project will include paid media.

Budget: \$285,000

Section 410 – Alcohol Impaired Driving Countermeasures: Budget Summary

Project Number	Project Title	Budget
410-11-02	In-Car Camera	\$600,000.00
410-11-03	Breath Testing Equipment	\$90,000.00
410-11-04	Drug Recognition Expert Training/Recertification	\$75,000.00
410-11-05	Alcohol / Selective Overtime	\$400,000.00
410-11-06	Alcohol / Public Information and Education	\$285,000.00
Total 410 Funds		\$1,450,000.00

Section 1906 – Program to Prohibit Racial Profiling

Section 1906 Grant Program to Prohibit Racial Profiling incentive grant will help to enforce Nebraska laws prohibiting the use of racial profiling in the enforcement of traffic laws. In addition, funds will improve the promptness, efficiency, and quality of traffic stop data relating to racial profiling.

Project Number: 1906-11-01

Project Title: **Racial Profiling Reporting / Nebraska Crime Commission**

Description:

The Nebraska Crime Commission is charged with collecting and maintaining traffic stop data from law enforcement agencies on all traffic stops. Each law enforcement agencies is required to report on a quarterly basis a summary of traffic stop data to the NCC. This project will implement electronic capture of the data, automated submission of the data and electronic access to the data. All agencies are required to report all allegations of racial profiling received and notification of the review and disposition of such allegations. Through this project approximately 20 agencies will receive funding for 60 mobile data terminals (MTD's) to provide the expansion of electronic citations in state and local law enforcement through software and mobile data terminals (MDT's). Any Nebraska agency will be able to request funding for MDT's through this program.

Budget: \$608,800

Section 1906 – Program to Prohibit Racial Profiling: Budget Summary

Project Number	Project Title	Budget
1906-11-01	Racial Profiling Reporting	\$608,800.00
Total 1906 Funds		\$608,800.00

Section 2010 - Motorcycle Safety

Section 2010 provides funding to aid in reducing the number of single and multi-vehicle crashes involving motorcycles. Funding may be used to enhance motorist and motorcyclist awareness programs with specific countermeasures aimed at both motorcycle operators and other drivers. While there are 2 program tasks, an expected total of 5 individual projects will result from the mini-grant contract awards. A total of \$125,000.00 has been allocated for Fiscal Year 2011.

Project Number: 2010-11-01

Project Title: **Motorcycle Public Information and Education / NOHS**

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of motorcycle safety education. Mini-grants are provided to local entities to promote and enhance driver awareness of motorcyclists. This project will include paid media.

Budget: \$100,000

Project Number: 2010-11-02

Project Title: **Motorcycle Training Assistance / NOHS**

Description:

Provide funding to the NOHS for motorcycle training assistance. Mini-grants may be provided to local entities to enhance motorcycle training.

Budget: \$25,000

Section 2010 – Motorcycle Safety Grant: Budget Summary

Project Number	Project Title	Budget
2010-11-01	Motorcycle Public Information and Education	\$100,000.00
2010-11-02	Motorcycle Training Assistance	\$25,000.00
Total 2010 Funds		\$125,000.00

Non-Highway Safety Program Funding Activity

Federal OJJDP (Office of Juvenile Justice and Delinquency Prevention) Combating Underage Drinking Task Force Project

Funding for this activity involves Nebraska enforcing underage drinking laws program activity. Project Extra Mile is a non-profit community coalition support organization, which was established as a model program to reduce underage drinking and its related community impact in the Omaha metropolitan area. These funds provide support for the operation and expansion of these community coalitions. Project Extra Mile has demonstrated success with the issues involving enforcing underage drinking laws and the methods of implementing community action to meet the state's goals and objectives. (OJJDP Funding) (\$356,400)

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.(23 USC 402 (b)(1)(E));**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report 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;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(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 the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of

1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information

of a 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 this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part

29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY TO BAN 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:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –

- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

Nebraska
State or Commonwealth

2011
For Fiscal Year

August 27, 2010
Date

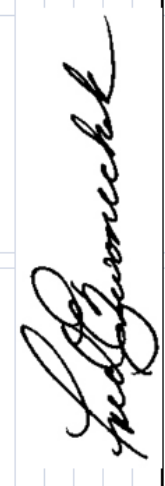
SECTION 402 OBLIGATION COST SUMMARY
2011 HSP SUBMITTED WITH PLAN

State: Nebraska									August 27, 2010
Program Area	Program Costs	State/Local Funds	Previously Funded Programs	Federally Funded Programs	Federal Share To Local	Current Balance	Previous Balance	Increase/(Decrease)	
*PA-11-01-00-00	164,000.00	164,000.00	*		0.00	164,000.00	0.00	164,000.00	0.00
AL-11-02-00-00	1,153,573.00	1,253,966.25			0.00	1,153,573.00		1,153,573.00	965,573.00
OP-11-03-00-00	419,420.00	381,775.00			0.00	419,420.00		419,420.00	276,920.00
PT-11-04-00-00	338,133.00	402,666.25			0.00	338,133.00		338,133.00	318,133.00
**TR-11-05-00-00	70,000.00	52,500.00	**		0.00	70,000.00		70,000.00	35,000.00
DD-11-06-00-00	80,500.00	100,625.00			0.00	80,500.00		80,500.00	80,500.00
IS-11-07-00-00	237,000.00	114,250.00			0.00	237,000.00		237,000.00	55,000.00
SC-11-08-00-00	50,000.00	31,250.00			0.00	50,000.00		50,000.00	18,750.00
SE-11-09-00-00	151,100.00	176,375.00			0.00	151,100.00		151,100.00	138,600.00
14+ TOTAL NHTSA	\$2,663,726.00	\$2,677,497.50			\$0.00	\$2,663,726.00		\$2,663,726.00	\$1,888,476.00
405 Funds	345,000.00	543,750.00			0.00	345,000.00		345,000.00	285,000.00
408 Funds	1,041,056.92	846,480.05			0.00	1,041,056.92		1,041,056.92	638,268.67
410 Funds	1,450,000.00	2,367,500.00			0.00	1,450,000.00		1,450,000.00	1,280,000.00
1906 Funds	608,800.00	730,560.00			0.00	608,800.00		608,800.00	608,800.00
2010 Funds	125,000.00	87,500.00			0.00	125,000.00		125,000.00	87,500.00

*Soft Match of \$4,000 is included in State/Local Funds amount.

**Soft Match of \$17,500.00 is included in State/Local Funds amount.

Division has over 10 million available to use as matching funds. (DMV's Driver Services, Cash & General Funds)


 Fred E Zwonechek
 Administrator
 Nebraska Office of Highway Safety

August 27, 2010
Date

Nebraska Annual Traffic Safety Study

THE NEBRASKA POLL

March 2010

STUDY DESCRIPTION

(N=900)

The purpose of this edition of The Nebraska Poll was to measure the attitudes of Nebraskans relative to highway safety issues.

Research Associates designed the survey instrument with input and final approval from MADD Nebraska staff and the Nebraska Office of Highway Safety.

The instrument designed to meet the purpose of this study was administered by telephone to a total sample of 900 randomly selected Nebraskans during February 25 - March 1, 2010. The sample was geographically representative based on census population estimates as of July of 2008.

A sample of 900 randomly selected respondents provides results that are statistically accurate within an expected maximum error range of plus or minus 3.3% at a 95% confidence level. In other words, if this survey were administered to the entire population studied, the results would vary no more than plus or minus 3.3% from the results reported here, 95 times out of 100. The actual expected maximum error ranges vary based on the specific percentage results obtained for each response, as shown below.

Expected Maximum Error Ranges at a 95% Confidence Level for a Sample of 900 (Statewide Data)

10%	20%	30%	40%	50%	60%	70%	80%	90%
+/-2.0%	+/-2.0%	+/-3.0%	+/-3.2%	+/-3.3%	+/-3.2%	+/-3.0%	+/-2.0%	+/-2.0%

Expected Maximum Error Ranges at a 95% Confidence Level for a Sample of 300 (District Data)

10%	20%	30%	40%	50%	60%	70%	80%	90%
+/-3.7%	+/-4.5%	+/-5.2%	+/-5.5%	+/-5.7%	+/-5.5%	+/-5.2%	+/-4.5%	+/-3.7%

The figures in this report represent percentages unless specifically stated otherwise. Columns may not always total exactly 100% due to rounding.

Terminology: the mean score is the same as the average score. The "N" is the number of cases (respondents) in the study. An open ended question is one in which no response choices were provided to respondents and actual responses were then categorized.

Nebraska Annual Traffic Safety Study, 2010

THE NEBRASKA POLL

NARRATIVE SUMMARY, STATEWIDE RESULTS

(N=900)

Impaired Driving

The first question was open ended and asked respondents to name the biggest problem in Nebraska today. General road and traffic conditions were named by 15%, drivers using electronic devices (texting or talking on cell phones) were named by 4% and drunk drivers were named by 3%.

Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. The drunk driving problem was ranked first with a mean (average) score of 4.50, followed by distracted drivers using cell phones (4.31 mean score) and the fuel tax situation (3.66 mean score).

Respondents were asked whether they favor or oppose each of eight penalties for drunk driving. All eight penalties were favored by a majority of respondents. Leading the list of those favoring was jail terms for previous offenses (81%), followed closely by mandatory treatment for drunk driving offenders (80%); next was losing license for longer periods of time (72%) and mandatory sentencing for drunk driving offenses (71%); then eliminating plea bargaining for drunk driving offenses (66%), jail terms for longer periods of time (65%), and mandatory interlock ignition for all first-time offenders (63%); and finally, losing license for first offense (58%).

A two-thirds majority (65%) indicated bars, restaurants, grocery stores, convenience stores and liquor stores should have their liquor license revoked for selling alcohol to minors.

Nearly two-thirds (62%) indicated adults convicted of providing alcohol to minors should have their driver's license suspended.

Nearly three-fourths (74%) indicated they do not think drunk driving offenders in Nebraska are all penalized equally according to their offense.

Nearly two in five respondents (38%) indicated they didn't know what the illegal blood alcohol level is for drivers under age 21, while 25% indicated .06%, 27% indicated .08% (no alcohol), 8% indicated .02%, and 3% each indicated .10% and .05%.

Two percent (2%) of respondents indicated they had ridden with a drunk driver in the last 60 days, while 7% indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.

CORE QUESTION: About one out of five respondents (22%) indicated they had driven within 2 hours after drinking alcoholic beverages at least once in the last 60 days.

Thirteen percent (13%) indicated they or someone in their immediate family had been involved in a drunk driving crash, while 20% indicated they or someone in their immediate family had been arrested for DUI.

CORE QUESTION: Nearly half the respondents (47%) indicated the chances of getting arrested if they drive after drinking are "seldom" while another 45% indicated "sometimes".

CORE QUESTION: About half the respondents (51%) indicated they had seen or heard something about drunk driving enforcement by police.

Occupant Restraints

CORE QUESTION: About three-fourths of the respondents (76%) indicated they always wear safety belts when they drive or ride.

A majority (56%) indicated law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

CORE QUESTION: A plurality (36%) thought it unlikely that they would get a ticket if they don't wear their safety belt, while 27% thought it very unlikely, 22% thought it somewhat likely, 11% thought it likely and 5% thought it very likely.

About two in five (22%) respondents indicated they have children weighing between 40 and 80 pounds. Of those, 74% indicated they use a booster seat for that child in the car.

CORE QUESTION: About a fourth (24%) indicated they had seen or heard something about seat belt law enforcement by police in the past 60 days.

Speeding

CORE QUESTION: A majority of respondents (54%) indicated they rarely driver faster than 35 mph on a road posted at 30 mph, while 23% indicated never, 15% indicated half the time and 8% indicated most of the time.

CORE QUESTION: A plurality of respondents (47%) indicated they never driver faster than 70 mph on a road posted at 65 mph, while 42% indicated rarely, 8% indicated half the time and 3% indicated most of the time.

CORE QUESTION: About two in five (38%) of the respondents indicated they had seen or heard anything about speed enforcement by police in the past 30 days.

CORE QUESTION: A plurality of respondents (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, with 24% indicating likely, 19% indicating unlikely, 12% indicating very likely and 6% indicating very unlikely.

Nearly two-thirds of respondents (61%) indicated they drive at the speed limit on I-80, while 16% indicated over, 10% indicated under and 12% said they do not drive on I-80.

Miscellaneous

A three-fourths majority (76%) indicated that the Nebraska law requiring motorcycle helmets should be continued.

A very strong majority (86%) also indicated that teenage drivers should continue to be restricted as to the number of passengers they can have in the car, other than immediate family.

A nearly two-thirds majority (64%) indicated that drivers over the age of 70 should be required to drive as part of their test every time they renew their license. Of those, 75% said that should occur at age 70 and 25% indicated it should occur at over the age of 70.

Demographics

Most respondents (96%) indicated they have a driver's license.

Respondents indicated distribution in the following age categories: 16-20, 3%; 21-34, 7%; 35-49, 39%; 50-64, 30%; 65 up, 20%. (Age groups were controlled to cap the two higher categories {50 and up} at 65% for the two categories combined.)

Respondents indicated distribution in the following annual household income categories: under \$20,000, 15%; \$20,000-40,000, 16%; over \$40,000, 69%.

By control, respondents were distributed among Nebraska's three congressional districts as follows: District One, 34%; District Two, 36%; and District Three, 30%.

Also by control, respondents were 52% female and 48% male.