

U.S. Department of Transportation - **National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	NEBRASKA - Highway Safety Plan - FY 2019
State Office	Nebraska Highway Safety Office
Application Status	New/In Progress

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	NEBRASKA - Highway Safety Plan - FY 2019
Application Version:	1.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

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

Submission Deadline (EDT):	7/9/2018 11:59 PM
----------------------------	-------------------

2 Highway safety planning process

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

INTRODUCTION

Mission Statement

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

Executive Summary

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

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

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

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

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

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

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

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

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

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

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

- **Section 402 State Highway Safety Program Grant** priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.
 - **Section 405 Application** (23 U.S.C. 405)
 - **Occupant Protection Grant** (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and overtime awards for law enforcement agencies.
 - **State Traffic Safety Information System Improvements Grant** (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
 - **Impaired Driving Countermeasures Grant** (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
 - **Motorcyclist Safety Grant** (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

Maintenance of Effort (MOE) Requirement

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

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

Legislation

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

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

State Demographic Analysis

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

• Highway Safety Planning Process

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

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

HSP Flowchart



HSP Program Planning Calendar

November - December	Debrief the previous year's programs, crash data, state and national priorities, update problem identification, and set performance targets with HSO staff. Work on problem identification for specific geographical and demographic priority areas. Coordinate data and problem identification with the State's HSP.
January – February	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on website.
March – April	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
May	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review and rating.
June	Draft the HSP including the Sections 402 and 405 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
July	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
August – September	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
October	Implement grants and contracts. Begin to collect information for the FY2019 Annual Report.

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

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Highway Safety Partnerships

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

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

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

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

Non-profit organizations:

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

Professional associations:

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

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

Among the other groups that contribute are:

Agriculture Safety Council of Nebraska,
City of Omaha Prosecutor's Office,
Douglas County Attorney's Office,
DHHS CODES Data Management Team,

Drive Smart Nebraska Coalition,

Health Education Inc.,
Injury Prevention Planning Group,
AAA Nebraska,
Nebraska Motor Club Foundation'
Nebraska Collegiate Consortium,

Nebraska Operation Lifesaver Committee,
Nebraska DHHS Preventive Health Advisory Committee,
Nebraska Transportation Coalition,
Nebraska Impaired Driving Task Force,
Project Extra Mile,
Students Against Destructive Decisions, and
Traffic Records Coordinating Committee.

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Problem Identification Process, Data Used and Participants

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

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

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

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

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

Problem Identification Process, Data Used and Participants

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

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may

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

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

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

Enter list of information and data sources consulted.

Traffic Safety Performance Measures

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

OUTCOME MEASURES:

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

BEHAVIOR MEASURE:

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

ACTIVITY MEASURES:

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

3. Number of speeding citations issued made during grant-funded enforcement activities (Grant Activity Reports)

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

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

Traffic Safety Core Performance Measures, Targets and Program Area Report

PERFORMANCE MEASURES		2012	2013	2014	2015	2016	Projections		
							2017	2018	2019
C-1 Traffic Fatalities**	Annual	212	211	225	246	218			
	5-Year Rolling Average	208	203	204	215	222	228	233	239
C-2 Serious Traffic Injuries**	Annual	1,661	1,596	1,620	1,520	1,588			
	5-Year Rolling Average	1,796	1,732	1,667	1,621	1,585	1,572	1,556	1,540
C-3 Fatalities per VMT**	Annual	1.10	1.09	1.15	1.22	1.05			
	5-Year Rolling Average	1.06	1.05	1.05	1.10	1.12	1.100	1.160	1.18
C-4 Unrestrained Passenger Vehicle Occupant Fatalities*	Annual	102	105	95	118	86			
	5-Year Rolling Average	92	95	92	100	101	102	105	107
C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)*	Annual	73	60	60	64	62			
	5-Year Rolling Average	58	59	58	61	64	61	63	64
C-6 Speeding-Related Fatalities*	Annual	44	39	49	37	36			
	5-Year Rolling Average	35	36	40	40	41	40	42	42
C-7 Motorcyclist Fatalities**	Annual	22	14	20	25	20			
	5-Year Rolling Average	19	18	19	21	20	21	22	23
C-8 Unhelmeted Motorcyclist Fatalities*	Annual	1	1	1	4	3			
	5-Year Rolling Average	2	2	1	2	2	2	2	2
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	38	39	34	39	26			
	5-Year Rolling Average	41	39	35	35	35	34	32	31
C-10 Pedestrian Fatalities*	Annual	15	12	9	19	12			
	5-Year Rolling Average	9	10	10	12	13	14	16	17
C-11 Bicyclist Fatalities*	Annual	0	0	2	4	1			
	5-Year Rolling Average	1	1	1	2	1	1	1	1
CORE BEHAVIOR MEASURE									
B-1 Seat Belt Use***	Annual	78.6%	79.1%	79.0%	79.6%	83.3%	85.9%	86.0%	88.9%
ACTIVITY PERFORMANCE MEASURES									
A-1 Safety Belt Citations	Annual	3,178	3,090	2,790	1,914	1,837	2,903	N/A	N/A
A-2 Alcohol Impaired Driving Arrests	Annual	2,611	2,599	1,301	775	1,188	1,368	N/A	N/A
A-3 Speeding Citations	Annual	19,097	20,105	17,415	15,513	22,788	16,375	N/A	N/A
FATAL, A AND B INJURY CRASH TARGETS									
Fatal, A and B Crashes**	Annual	4,915	4,713	4,648	4,948	5,297			
	5-Year Rolling Average	5,168	5,008	4,860	4,844	4,904	4,750	4,681	4,612
Alcohol-Impaired Fatal, A and B Crashes**	Annual	653	550	576	567	579			
	5-Year Rolling Average	631	604	594	591	585	569	559	548
Speed-Related Fatal, A and B Crashes**	Annual	290	334	339	250	282			
	5-Year Rolling Average	388	375	358	317	299	277	253	250
Youth-Involved Fatal, A and B Crashes**	Annual	1,402	1,300	1,246	1,343	1,464			
	5-Year Rolling Average	1,572	1,487	1,388	1,341	1,351	1,251	1,193	1,134
All Other Factors, Fatal, A and B Crashes**	Annual	3,972	3,829	3,738	4,131	4,418			
	5-Year Rolling Average	4,148	4,028	3,908	3,936	4,017	3,901	3,865	3,829
#Distressed Driver, Fatal, A and B Crashes**	Annual	791	751	798	897	982			
	5-Year Rolling Average	746	750	753	793	844	849	873	896
Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**	Annual	53	66	58	77	50			
	5-Year Rolling Average	47	51	52	58	61	64	67	71

Source: * FARS, ** Nebraska State Crash Data, *** Nebraska Safety Belt Use Report ~ Actual Numbers N/A - Not Applicable

^ Annual Targets are based on 5-year Rolling average trend projects for 2016, 2017 and 2018.

+ Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2019.

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

+ + 2019 Nebraska HSIP Target set on a increase in the current increasing trend.

Traffic Safety Performance (Core Outcome) Measures and Projections

Performance Measure Identifier		Year					Projection		
		2012	2013	2014	2015	2016	2017	2018	2019
C-1	Traffic Fatalities++	212	211	225	246	218	228	233	239
C-2	Serious Traffic Injuries ^A	1,661	1,536	1,620	1,520	1,588	1,572	1,556	1,540
C-3	Fatalities Per 100 million VMT++	1.10	1.09	1.15	1.22	1.05	1.10	1.16	1.18
C-4	Occupant Fatalities	102	105	95	118	86	102	105	107
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+) ^{***}	73	60	60	64	62	61	63	64
C-6	Speeding-Related Fatalities	44	39	49	37	36	40	42	42
C-7	Motorcyclist Fatalities+	22	14	20	25	20	21	22	23
C-8	Unhelmeted Motorcyclist Fatalities	1	1	1	4	1	2	2	2
C-9	Drivers Age 20 and Younger in Fatal Crashes	38	39	34	39	26	34	32	31
C-10	Pedestrian Fatalities+	15	12	9	19	12	14	16	17
C-11	Bicyclist and Other Cyclist Fatalities	0	0	2	4	1	1	1	1
B-1	Observed Seat Belt Use [*]	78.6	79.1	79.0	79.6	83.3	85.9	86.0	88.9
[*] Nebraska Safety Survey [^] Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS) [#] Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2019. ^{***} Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash									
Activity Performance Measures[*]		2012	2013	2014	2015	2016	2017	2018	2019
A-1	Safety Belt Citations Issued During Grant-Funded Enforcement Activities (FY)	3,178	3,030	2,790	1,914	1,837	2,503	No Goals	No Goals
A-2	Alcohol Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FY)	2,611	2,599	1,301	775	1,183	1,368	No Goals	No Goals
A-3	Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)	19,097	20,105	17,415	15,513	22,788	19,375	No Goals	No Goals
[*] Source: NDOT-HSO - Annual Grant Reports									
Fatal, A and B Injury Crash Targets		2012	2013	2014	2015	2016	2017	2018	2019
Fatal, A and B Injury Crashes		4,915	4,713	4,648	4,948	5,297	4,750	4,681	4,612
Alcohol-Impaired Fatal, A and B Injury Crashes		653	550	576	567	579	569	559	548
Speed-Related Fatal, A and B Injury Crashes		290	334	339	250	282	277	253	230
Youth-Involved Fatal, A and B Injury Crashes		1,402	1,300	1,246	1,343	1,464	1,251	1,193	1,134
All Other Factors - Fatal, A and B Injury Crashes		3,972	3,829	3,733	4,131	4,418	3,901	3,865	3,829
^{**} Distracted Driver Fatal, A and B Injury Crashes		791	751	798	897	982	849	873	896
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes		53	66	58	77	50	64	67	71
Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOT ^{**} Distracted Driving Includes Followed Too Closely, Inattention, Mobile Phone Distraction, Distracted - Other									

Program, Project and Activity Selection Process

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

Performance Target Selections

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

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

Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA					
	2012	2013	2014	2015	2016
POPULATION[^]	1,830,141	1,868,516	1,882,980	1,896,190	1,907,116
LICENSED DRIVERS	1,395,941	1,407,635	1,418,817	1,431,724	1,443,062
REGISTERED VEHICLES	2,278,670	2,315,126	2,339,986	2,382,800	2,421,231
VEHICLE MILES (MILLIONS)	19,315	19,363	19,795	20,230	20,709
FATALITY RATE (MILLIONS)	1.10	1.09	1.15	1.22	1.05
FATAL CRASHES	190	190	203	218	194
FATALITIES	212	211	225	246	218
A* INJURY CRASHES	1,357	1,241	1,293	1,249	1,315
B* INJURY CRASHES	3,368	3,282	3,152	3,481	3,788
C* INJURY CRASHES	6,296	6,544	6,571	6,919	7,159
A* INJURIES	1,661	1,536	1,620	1,520	1,588
B* INJURIES	4,388	4,287	4,061	4,429	4,863
C* INJURIES	9,823	10,260	10,190	10,857	11,511
ALCOHOL RELATED FATAL CRASHES	81	65	75	71	73
ALCOHOL RELATED FATALITIES	87	70	78	81	81
ALCOHOL RELATED A & B** INJURY CRASHES	572	482	501	496	506
ALCOHOL RELATED C** INJURY CRASHES	270	279	276	296	288
ALCOHOL RELATED A & B** INJURIES	778	695	765	775	822
ALCOHOL RELATED C** INJURIES	443	361	355	385	363
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	10,718	9,343	8,617	8,199	7,311
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	9,528	8,703	7,576	7,136	6,486
SAFETY BELT CONVICTIONS##	9,267	8,845	8,899	7,130	6,976
CHILD RESTRAINT CONVICTIONS##	1,431	1,240	1,200	1,021	946
OBSERVED CHILD RESTRAINT USE	95.9%	95.9%	96.9%	96.9%	98.4%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	72.7%	74.2%	73.7%	79.6%	75.8%
OBSERVED RESTRAINT USE	78.6%	79.1%	79.0%	79.6%	83.3%
SPEEDING CONVICTIONS##					
COUNTY/STATE	33,360	32,313	32,212	32,927	33,676
MUNICIPAL	27,692	22,531	20,015	18,973	17,756
INTERSTATE	8,884	8,378	8,141	8,338	9,593
SPEEDING	1,175	923	1,030	1,074	1,255
SPEED TOO FAST FOR CONDITIONS	391	509	531	515	413
TOTAL SPEED CONVICTIONS	71,502	64,654	61,929	61,827	62,693
* 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, 4/17/12, 6/20/13, 5/2/14, 3/19/15, 4/26/16					
NDOT-Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509					
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 9/7/17					

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

NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DA						
	2011	2012	2013	2014	2015	2016
LICENSED DRIVERS (Age 16 - 20)	110,360	108,809	108,471	108,149	110,038	111,337
FATAL CRASHES	24	34	35	30	39	26
FATALITIES	29	37	42	31	48	28
A* & B* INJURY CRASHES	1,282	1,279	1,245	1,203	1,306	1,436
C* INJURY CRASHES	1,793	1,780	1,971	1,927	2,093	2,185
A* & B* INJURIES	2,162	2,209	2,166	2,114	2,259	2,586
C* INJURIES	2,439	2,438	2,746	2,643	2,876	3,030
ALCOHOL-RELATED FATAL CRASHES	5	14	5	8	8	10
ALCOHOL-RELATED FATALITIES	7	14	5	8	9	12
ALCOHOL-RELATED A* & B* INJURY CRASHES	97	126	65	78	89	85
ALCOHOL-RELATED C* INJURY CRASHES	40	54	44	60	59	55
ALCOHOL-RELATED A* & B* INJURIES	153	187	122	137	164	150
ALCOHOL-RELATED C* INJURIES	52	70	65	91	95	74
TOTAL ARRESTS UNDER AGE 18: #						
DRIVING UNDER INFLUENCE (DUI)	163	160	127	106	115	114
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	1,767	1,518	1,099	1,066	952	719
DUI CONVICTIONS ##	900	692	611	467	437	395
.02 CONVICTIONS ##	34	27	28	19	22	10
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	632	543	392	496	364	329
SAFETY BELT CONVICTIONS ##	1,902	1,722	1,549	1,466	1,203	1,188
CHILD RESTRAINT CONVICTIONS ##	130	44	99	96	75	84
REPORTED RESTRAINT USE ###	62.8%	67.1%	77.2%	78.3%	69.2%	82.4%
SPEEDING CONVICTIONS ##						
COUNTY/STATE	5,330	4,774	4,461	4,008	4,957	5,358
MUNICIPAL	4,396	3,850	3,053	2,554	2,938	2,465
INTERSTATE	1,244	1,252	1,128	1,186	1,313	1,626
SPEED TOO FAST FOR CONDITIONS	177	80	101	129	118	101
TOTAL SPEED CONVICTIONS	11,147	9,956	8,743	7,877	9,326	9,550
* A - Disabling Injuries * B - Visible, but not Disabling Injury * C - Possible Injury						
Licensed Drivers Includes all Permits (Learner's Permit-LPE & LPD), (School Permit-SC), (Provisional Operator's Permit-POP)						
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Unif						
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics						
### Source: Standard Summary of Nebraska Motor Vehicle Traffic Crashes						
INDOT - Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509						
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 10/10/17						

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Nebraska Fatal, A and B Injury Crashes (FY2016)

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2016)											
(COUNTIES BY CRASH TOTAL)											
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
3	ADAMS	5	14	43	62	3	WAYNE	1	6	24	31
3	BUFFALO	7	30	108	145	1	CUMING	0	12	18	30
1	CASS	1	19	23	43	3	BOX BUTTE	1	11	16	28
3	CUSTER	1	11	23	35	1	COLFAX	4	8	16	28
3	DAKOTA	4	7	26	37	3	HOLT	0	12	16	28
3	DAWSON	9	19	45	73	3	SALINE	1	5	19	25
1	DOUGLAS	3	28	79	110	3	KEARNEY	4	11	9	24
2	DOUGLAS	34	361	1,161	1,556	3	KEITH	1	10	13	24
3	GAGE	3	20	43	66	3	RICHARDSON	1	9	14	24
3	HALL	5	49	124	178	1	BUTLER	1	10	11	22
3	HAMILTON	1	11	22	34	3	CHEYENNE	1	7	12	20
1	LANCASTER	14	228	861	1,103	3	NEBAMA	3	4	13	20
3	LINCOLN	9	35	107	151	3	PHILIPS	3	1	16	20
1	MADISON	8	20	50	78	3	CLAY	1	7	11	19
3	MERRICK	3	11	21	35	3	RED WILLOW	0	5	14	19
1	OTOE	0	10	25	35	1	BURT	2	5	11	18
1	PLATTE	4	17	76	97	3	CEDAR	3	8	7	18
1-2	SARPY	7	82	288	377	3	DAVIES	1	5	12	18
1	SAUNDERS	3	18	30	51	3	FURNAS	0	7	11	18
3	SCOTT'S BLUFF	8	19	80	107	3	KNOX	3	7	6	16
1	SEWARD	1	16	29	46	3	PIERCE	1	2	13	16
1	WASHINGTON	0	9	30	39	3	HARLAN	1	5	9	15
3	YORK	3	17	33	53	3	HOWARD	0	5	10	15
	TOTAL	133	1,051	3,327	4,511	3	SHERIDAN	2	4	9	15
						1-3	THURSTON	3	9	3	15
						3	MORRILL	0	3	11	14
						1	STANTON	0	2	12	14
	Target Counties	68.6%	79.9%	87.8%	85.2%	3	THAYER	1	3	10	14
	Non-Target Counties	31.4%	20.1%	12.2%	14.8%	3	WEBSTER	0	2	11	13
						3	ANTELOPE	2	6	4	12
	Non-Target Counties Total	61	264	461	786	3	FILLMORE	1	7	4	12
						3	CHERRY	3	3	5	11
	STATE TOTAL	194	1,315	3,788	5,297	3	FRANKLIN	0	7	4	11
						3	DIXON	0	3	7	10
						3	HITCHCOCK	2	4	4	10
	CY - Calendar Year					1	POLK	1	2	7	10
						3	PAWNEE	0	4	5	9
	* INJURY SEVERITY CODES					3	DEUEL	1	4	3	8
	A = Disabling injury					3	FRONTIER	0	2	6	8
	B = Visible, but not disabling injury					3	GOSPER	0	3	5	8
	Dist. - Congressional District					3	JEFFERSON	0	4	4	8
						3	SHERMAN	1	3	4	8
						3	BOONE	0	2	5	7
						3	GREELEY	0	2	5	7
						3	KIMBALL	1	3	3	7
						3	NUCKOLLS	0	3	3	6
						3	JOHNSON	2	1	2	5
						3	BROWN	1	2	1	4
						3	CHASE	1	3	0	4
						3	GARDEN	0	1	3	4
						3	GARFIELD	1	1	2	4
						3	NANCE	0	1	3	4
						3	SIOUX	1	0	3	4
						3	VALLEY	1	1	2	4
						3	BOYD	1	1	1	3
						3	DUNDY	1	1	1	3
						3	PERKINS	0	2	1	3
						3	LOUP	0	0	2	2
						3	THOMAS	0	1	1	2
						3	WHEELER	0	0	2	2
						3	BLAINE	0	1	0	1
						3	HAYES	0	1	0	1
						3	HOOVER	0	0	1	1
						3	LOGAN	0	0	1	1
						3	ROCK	1	0	0	1
						3	ARTHUR	0	0	0	0
						3	BANNER	0	0	0	0
						3	GRANT	0	0	0	0
						3	KEYA PAHA	0	0	0	0
						3	MCPHERSON	0	0	0	0
						3	KEYA PAHA	0	0	0	0
						3	LOUP	0	0	0	0
						3	MCPHERSON	0	0	0	0
	Source: Nebraska Department of Transportation						TOTAL	61	264	461	786
	As of 4/3/2018										

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

Nebraska Annual Traffic Safety Study 2018

THE NEBRASKA POLL - May 2018

HIGHLIGHT SUMMARY

Methodology

- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 5 – 26, 2018.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving

- Core Question: About one-fourth (24%) of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Question: A plurality (37%) indicated the chances of being arrested when driving after drinking are somewhat likely.
- Core Question: A majority of the respondents (55%) indicated awareness of drunk driving enforcement in the last 30 days.
- A majority of respondents (53%) indicated awareness of drunk driving messages in the past 60 days.

Seat Belts

- Core Question: A super-majority (75%) indicated they always wear safety belts when they drive or ride.
- Core Question: A majority (55%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (36% somewhat unlikely plus 19% very unlikely).
- Core Question: 30% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of *Click It or Ticket* messages in the past 60 days. A plurality of those (43%) had seen the messages on signs.
- A majority (58%) indicated they favor a primary seat belt law.

Speed

- Core Question: About a third of the respondents (32%) indicated they frequently exceed a 30 mph speed limit (usually, 14%; half the time, 18%).
- Core Question: 17% indicated they frequently exceed a 65 mph speed limit (7% usually; 10% half the time).
- Core Question: 37% indicated awareness of speed enforcement in the past 30 days.
- Core Question: A plurality (39%) indicated the chances of getting a ticket for speeding are somewhat likely.

Distracted Driving

- A strong majority (61%) support a law allowing a ticket solely for cell phone use while driving.
- Nine out of ten respondents (92%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

Other Highway Safety Issues

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

Demographics

- Most respondents (98%) indicated they have a driver's license.
- Ages (controlled): 16 - 20, 2%; 21 - 34, 11%; 35 - 49, 29%; 50 - 64, 34%; 65 up, 24%.
- Annual household incomes: under \$40,000, 23%; \$40,000-80,000, 34%; over \$80,000, 44%.

- Phone type (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 33%; District Two, 36%; District Three, 31%.
- Gender: 48% male and 52% female (controlled).

NARRATIVE SUMMARY - (N=900)

Impaired Driving

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (6%); drunk/impaired driving (1%); traffic and road conditions (19%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.4) and drunk driving (mean score of 4.3) were named as bigger problems than the fuel tax situation (3.2) by a significant margin.
- Respondents were next asked whether they favor or oppose each of the three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (64% favoring); and mandatory sentencing for drunk driving offenses (63% favoring).
- Five percent (5%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: About one-fourth of the respondents (24%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: A plurality of respondents (37%) indicated the chances of being arrested if they drive after drinking are somewhat likely, while 25% indicated the chances of that are somewhat unlikely.
- CORE QUESTION: A majority of respondents (55%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.
- A majority of respondents (53%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

Seat Belts

- CORE QUESTION: A super-majority (75%) indicated they always wear safety belts.
- CORE QUESTION: A majority (55%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely or very unlikely (36% somewhat unlikely plus 19% very unlikely).
- CORE QUESTION: About a third of respondents (30%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- Less than half the respondents (44%) indicated they had read, seen or heard *Click It or Ticket* seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (43%) indicated they had seen the *Click It or Ticket* ads on signs, while 31% indicated TV and 13% indicated radio.
- For the ninth straight year, a majority of respondents (58%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.
- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (29%) indicated \$51 - 100, 28% indicated \$25 - 50, 18% indicated more than \$200, 18% indicated \$101 - 150 and 7% indicated \$151 - 200.

Speed

- CORE QUESTION: About a third of respondents (32%) indicated they frequently exceed a 30 mph speed limit (14% indicated usually and 18% indicated half of the time).
- CORE QUESTION: Nearly one in five respondents (17%) indicated they frequently exceed a 65 mph speed limit (7% indicated usually and 10% indicated half the time).
- CORE QUESTION: Just over a third of respondents (37%) indicated they had heard anything about speed enforcement in the past 30 days.
- CORE QUESTION: A plurality of respondents (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 24% indicated likely, 16% somewhat unlikely, 15% very likely and 6% very unlikely.

Distracted Driving Laws

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

Miscellaneous

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

Demographics

- Most respondents (98%) indicated they have a driver's license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 2%; 21-34, 11%; 35-49, 29%; 50-64, 34%; 65 up, 24%.
- Respondents indicated distribution in the following annual household income categories: under \$40,000, 23%; \$40,000-80,000, 34%; over \$80,000, 44%.
- By control, the sample was 60% by landlines and 40% by cell phones.
- Respondents were distributed among Nebraska's three congressional districts: District One, 33%; District Two, 36%; District Three, 31%.
- By control, respondents were 48% male and 52% female.

3 Performance report

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

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

C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Number of Fatal, A and B Crashes (State Crash Data)	In Progress
Number of Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)	In Progress
Number of Speed-Related Fatal, A and B Crashes (State Crash Data)	In Progress
Number of Youth-Involved Fatal, A and B Crashes (State Crash Data)	In Progress
Number of All Other Factors, Fatal, A and B Crashes (State Crash Data)	In Progress
Number of Distracted Driver, Fatal, A and B Crashes (State Crash Data)	In Progress
Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

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

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

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

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

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

Progress: In Progress

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

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

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

4 Performance plan

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

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

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 239.0

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

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

Target Metric Type: Numeric

Target Value: 1,540.0

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

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

Target Metric Type: Numeric

Target Value: 1.180

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

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

Target Metric Type: Numeric

Target Value: 107.0

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 64.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 42.0
Target Period: 5 Year
Target Start Year: 2015

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

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

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 23.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 2.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 31.0
Target Period: 5 Year
Target Start Year: 2015

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

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

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 17.0
Target Period: 5 Year
Target Start Year: 2015

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

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

C-11) Number of bicyclists fatalities (FARS)**Is this a traffic records system performance measure?**

No

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

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

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

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**Is this a traffic records system performance measure?**

No

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

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

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

Fatal, A and B Crashes (State Crash Data)**Is this a traffic records system performance measure?**

No

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

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

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

Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)**Is this a traffic records system performance measure?**

No

Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)-2019
Target Metric Type: Numeric
Target Value: 548.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

Speed-Related Fatal, A and B Crashes (State Crash Data)-2019
Target Metric Type: Numeric
Target Value: 230.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

Youth-Involved Fatal, A and B Crashes (State Crash Data)-2019
Target Metric Type: Numeric
Target Value: 1,134.0
Target Period: 5 Year
Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

All Other Factors, Fatal, A and B Crashes (State Crash Data)-2019

Target Metric Type: Numeric

Target Value: 3,829.0

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

Distracted Driver, Fatal, A and B Crashes (State Crash Data)*-2019
--

Target Metric Type: Numeric

Target Value: 896.0

Target Period: 5 Year

Target Start Year: 2015

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

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

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

Is this a traffic records system performance measure?

No

Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)-2019

Target Metric Type: Numeric

Target Value: 71.0

Target Period: 5 Year

Target Start Year: 2015

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

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

Check the box if the statement is correct.
--

No

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

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

Fiscal year

2017

Seat belt citations	2,503
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	1,368
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	16,375

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult and Child Passenger Safety)
 - Short-term, High Visibility Seat Belt Law Enforcement
 - Occupant Protection Public Information & Education
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Occupant Protection Overtime Enforcement
 - FAST Act NHTSA 402
 - Road Safety - Employers & Employees Education Program
 - FAST Act NHTSA 402
 - Employer and Employee Occupant Protection Education
 - FAST Act NHTSA 402
 - Occupant Protection Public Information and Education
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - Occupant Protection Information System
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - Occupant Protection High-Visibility Enforcement
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
 - Highway Safety Office Program Management
 - Occupant Protection Program Coordination
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety Training
 - FAST Act 405b OP Low
 - Child Passenger Safety CSS Purchase and Distribution
 - FAST Act NHTSA 402
 - FAST Act 405b OP Low
2. Impaired Driving (Drug and Alcohol)
 - Tertiary Prevention
 - Court Monitoring Evaluation and Education Project
 - FAST Act NHTSA 402
 - Felony Motor Vehicle Prosecution Unit
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
 - 24/7 Sobriety Program
 - FAST Act NHTSA 402
 - FAST Act 405d Impaired Driving Mid
 - Secondary Prevention
 - Alcohol Public Information & Education

FAST Act NHTSA 402
 Alcohol Selective Overtime Enforcement
 FAST Act NHTSA 402
 Enforcing Underage Drinking Laws
 FAST Act NHTSA 402
 FAST Act NHTSA 402
 Traffic Training
 FAST Act NHTSA 402
 Prosecutorial Response to DUI Crime
 FAST Act NHTSA 402
 Judicial Prosecution Training
 FAST Act NHTSA 402
 DRE / ARIDE Training and Recertification
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid
 Alcohol Selective Overtime Enforcement & System Support
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid
 Alcohol Public Information and Education
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid
 Special Enforcement Mini-Grants
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid
 NE State Patrol Toxicology Services
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid

Primary Prevention

NE Collegiate Consortium to Reduce High-Risk Drinking
 FAST Act NHTSA 402
 Project Night Life Expansion
 FAST Act NHTSA 402
 Support of Evidence-Based Environmental Strategies
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Mid

Highway Safety Office Program Management

Alcohol Program Coordination
 FAST Act NHTSA 402

3. Traffic Records

Traffic Records Metrics

Traffic Records
 FAST Act NHTSA 402
 Nebraska State Patrol - TRACS
 FAST Act NHTSA 402
 E-Citations and Traffic Records Improvement
 FAST Act 405c Data Program
 FAST Act 405c Data Program
 Nebraska Crash Outcome Data Evaluation System
 FAST Act NHTSA 402
 FAST Act 405c Data Program
 Nebraska EMS/E-code Data Quality Assessment and Improvement
 FAST Act NHTSA 402
 FAST Act 405c Data Program
 Nebraska Injury Surveillance Enhancement
 FAST Act NHTSA 402
 FAST Act 405c Data Program
 Highway Safety Office Program Management
 Traffic Records Coordination / Training
 FAST Act NHTSA 402
 FAST Act 405c Data Program

4. Motorcycle Safety

Motorcycle Rider Training
 Motorcycle Public Information and Education
 FAST Act NHTSA 402

- FAST Act 405f Motorcycle Programs
- Motorcycle Training Assistance
- FAST Act NHTSA 402
- FAST Act NHTSA 402
- FAST Act 405f Motorcycle Programs
- FAST Act 405f Motorcycle Programs
- 5. Distracted Driving
 - High Visibility Cellphone/Text Messaging Enforcement
 - Distracted Driving Selective Overtime Enforcement
 - FAST Act NHTSA 402
 - FAST Act 405e Special Distracted Driving
 - Distracted Driving
 - Distracted Driving Public Information & Education
 - FAST Act NHTSA 402
 - Distracted Driving Public Information and Education
 - FAST Act NHTSA 402
 - FAST Act 405e Special Distracted Driving
- 6. Police Traffic Services
 - Traffic Overtime Enforcement
 - Traffic Selective Overtime Enforcement
 - FAST Act NHTSA 402
 - Law Enforcement Training
 - Traffic Law Enforcement
 - FAST Act NHTSA 402
- 7. Speed Management
 - Speed Overtime Enforcement & System Support
 - Speed Selective Overtime Enforcement
 - FAST Act NHTSA 402
 - Speed Public Information & Education
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management
 - Speed Program Coordination
 - FAST Act NHTSA 402
- 8. Identification & Surveillance
 - Youth
 - Youth Public Information & Education
 - FAST Act NHTSA 402
 - Traffic Safety
 - Traffic Safety Public Information & Education
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management
 - Youth Program Coordination
 - FAST Act NHTSA 402
 - Traffic Safety Program Coordination
 - FAST Act NHTSA 402
 - Drowsy Driving
 - Drowsy Driving Public Information & Education
 - FAST Act NHTSA 402
- 9. Racial Profiling Data Collection
 - Review and Improve Racial Profiling Collection
 - Improving Data Collection Methods and Reporting
 - FAST Act 1906 Prohibit Racial Profiling
 - FAST Act 1906 Prohibit Racial Profiling
 - Review and Analysis of Collected Data
 - FAST Act NHTSA 402
 - FAST Act 1906 Prohibit Racial Profiling
- 10. Communications (Media)
 - Occupant Protection (Adult and Child Passenger Safety)
 - Impaired Driving (Drug and Alcohol)
 - Identification and Surveillance
 - Distracted Driving
 - Distracted Driving Public Information & Education
 - FAST Act NHTSA 402
 - Distracted Driving Public Information and Education

FAST Act NHTSA 402

FAST Act 405e Special Distracted Driving

11. Planning & Administration

(none)

Planning and Administration

FAST Act NHTSA 402

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

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

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

Yes

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

Yes

Problem identification

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

Nebraska Occupant Protection Plan

How Significant is the Problem?

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

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

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

What is the Nebraska Target?

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

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

What are the Contributing Factors?

Road and Area Type

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

Jurisdiction Classification	Rural	Urban
Interstates	8%	2%
U.S. Highways	17%	4%
State Highways	17%	2%
Local Roads	36%	13%
Total by Area Type	78%	21%

*Totals may not equal 100% due to rounding

Location

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

Top 5 Counties	Fatal Crashes	Fatalities
Douglas	81	93 (14%)
Lancaster	46	59 (9%)
Lincoln	22	32 (5%)
Sarpy	20	21 (3%)
Buffalo	18	21 (3%)

Crash Type

- 57% (384 of 679) of unbelted fatalities occurred during a single vehicle run-off-the-road (ROR) crash. Overall, single vehicle (ROR) crashes accounted for 57% (384 of 679) of unbelted fatalities and roadway departure crashes (i.e., ROR plus head-on) accounted for 68% (461 of 679) of unbelted fatalities. Angle crashes were the second most frequent crash type and accounted for 17% (118 of 679) of unbelted fatalities.

Crash Type	Unbelted Veh. Occ. Fatalities	Total Fatalities
Single Vehicle: Run-off-the Road	384 (57%)	482 (47%)
Single Vehicle: Other	32 (5%)	41 (4%)
Rear End and Sideswipe (Same)	53 (8%)	107 (10%)
Head-On and Sideswipe (Opposite)	77 (11%)	164 (16%)
Angle	118 (17%)	198 (19%)
Left Turn (Leaving)	15 (2%)	42 (4%)

- Of the single vehicle run-off-the-road fatalities: 59% were overturn, 8% were in collisions with a ditch or embankment, and 14% were in collisions with a fixed object (tree, utility pole, or sign support).

The Non-Users

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

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

*Totals may not equal 100% due to rounding

Time-of-Day & Day of Week

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

Time of Day	Fatalities	Percentage
Midnight to 02:59	91	13%
3:00 to 05:59	46	7%
6:00 to 08:59	53	8%
9:00 to 11:59	67	10%
12:00 to 14:59	78	11%
15:00 to 17:59	95	14%
18:00 to 20:59	97	14%
21:00 to 23:59	64	9%
Unknown	88	13%

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

Day of Week	Fatalities	Percentage
Sunday	134	20%
Monday	75	11%
Tuesday	80	12%
Wednesday	87	13%
Thursday	74	11%
Friday	116	17%
Saturday	113	17%

Nebraska Occupant Protection Coordination

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

Occupant Protection Planned Activities

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

Teens in the Driver Seat

Nebraska Planned Participation in the *Click It or Ticket* National Mobilization

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

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

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

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

Communication Campaign (paid, earned and social media)

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

Sustain Statewide Enforcement Operations (Day & Night)

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

NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

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

Child Passenger Safety Program

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

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

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

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

Drive Smart Nebraska ad hoc Work Group

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

Teens in the Driver Seat

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

Performance measures

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

Performance Measures in Program Area

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

2019 Youth-Involved Fatal, A and B Crashes (State Crash Data)

5 Year

2019

1,134.0

Countermeasure strategies

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

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

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

Program area Occupant Protection (Adult and Child Passenger Safety)

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

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

Is this countermeasure strategy innovative?

No

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	*FAB Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier Planned Activity Name Primary Countermeasure

OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-05-00-00	Occupant Protection Overtime Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-14-00-00	Road Safety - Employers & Employees Education Program	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-38-00-00	Employer and Employee Occupant Protection Education	Short-term, High Visibility Seat Belt Law Enforcement
M2PE-2019-10-00-00	Occupant Protection Public Information and Education	Short-term, High Visibility Seat Belt Law Enforcement
M2OP-2019-13-00-00	Occupant Protection Information System	Short-term, High Visibility Seat Belt Law Enforcement
M2HVE-2019-14-00-00	Occupant Protection High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement

5.1.1.1 Planned Activity: Occupant Protection Public Information & Education

Planned activity name	Occupant Protection Public Information & Education
Planned activity number	OP-2019-04-00-00
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

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

Yes

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Occupant Protection (Adult and Child Passenger Safety)

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$100,000.00	\$25,000.00	\$25,000.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$300,000.00	\$75,000.00	\$75,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.1.1.2 Planned Activity: Occupant Protection Overtime Enforcement

Planned activity name Occupant Protection Overtime Enforcement

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

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

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

Yes

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

No

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

sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$200,000.00	\$50,000.00	\$150,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

Planned activity name Road Safety - Employers & Employees Education Program

Planned activity number OP-2019-14-00-00

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

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Nebraska Safety Council

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$73,400.00

Major purchases and dispositions

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

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

5.1.1.4 Planned Activity: Employer and Employee Occupant Protection Education

Planned activity name	Employer and Employee Occupant Protection Education
Planned activity number	OP-2019-38-00-00
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

National Safety Council, Nebraska

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$85,000.00	\$21,250.00	\$85,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.1.1.5 Planned Activity: Occupant Protection Public Information and Education

Planned activity name Occupant Protection Public Information and Education

Planned activity number M2PE-2019-10-00-00

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

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

No

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

Yes

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Public Health Agencies

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Occupant Protection (Adult and Child Passenger Safety)

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.1.1.6 Planned Activity: Occupant Protection Information System

Planned activity name Occupant Protection Information System

Planned activity number M2OP-2019-13-00-00

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

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State Patrol

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low OP Information System (FAST)	\$100,000.00	\$25,000.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.1.1.7 Planned Activity: Occupant Protection High-Visibility Enforcement

Planned activity name Occupant Protection High-Visibility Enforcement
Planned activity number M2HVE-2019-14-00-00
Primary countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

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

Yes

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$200,000.00	\$50,000.00	

Major purchases and dispositions

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

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

5.1.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Highway Safety Office Program Management

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

Is this countermeasure strategy innovative?

No

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

No

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

No

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

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem

identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

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

No

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

No

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Sa fety Office, PO Box 94612, Unco ln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-03-00-00	Occupant Protection Program Coordination	Highway Safety Office Program Management

5.1.2.1 Planned Activity: Occupant Protection Program Coordination

Planned activity name	Occupant Protection Program Coordination
Planned activity number	OP-2019-03-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

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

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$50,000.00	\$12,500.00	\$0.00
	2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$30,000.00	\$7,500.00	\$0.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

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

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

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

Is this countermeasure strategy innovative?

No

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

Yes

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

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

Child Passenger Safety Program

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

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2TR-2019-09-00-00	Child Passenger Safety Training	Child Restraint System Inspection Station(s)
M2CSS-2019-12-00-00	Child Passenger Safety CSS Purchase and Distribution	Child Restraint System Inspection Station(s)

5.1.3.1 Planned Activity: Child Passenger Safety Training

Planned activity name	Child Passenger Safety Training
Planned activity number	M2TR-2019-09-00-00
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

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

No

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

Yes

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

Yes

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Training (FAST)	\$97,200.00	\$24,300.00	\$0.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.1.3.2 Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity name Child Passenger Safety CSS Purchase and Distribution

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

Primary countermeasure strategy Child Restraint System Inspection Station(s)

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

No

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

Yes

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

Yes

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

No

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

No

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

No

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

No

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Local Health Organizations

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$25,000.00	\$6,250.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

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

Yes

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

No

Problem identification

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
One	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Performance measures

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

Performance Measures in Program Area

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

Countermeasure strategies

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

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Tertiary Prevention
2019	Secondary Prevention
2019	Primary Prevention
2019	Highway Safety Office Program Management

5.2.1 Countermeasure Strategy: Tertiary Prevention

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Tertiary Prevention

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

Is this countermeasure strategy innovative?

No

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

No

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

No

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

No

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

No

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

No

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

No

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

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

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

5.2.1.1 Planned Activity: Court Monitoring Evaluation and Education Project

Planned activity name Court Monitoring Evaluation and Education Project

Planned activity number AL-2019-17-00-00

Primary countermeasure strategy Tertiary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Mothers Against Drunk Driving (MADD)

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Tertiary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$180,000.00	\$45,000.00	\$180,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.1.2 Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned activity name Felony Motor Vehicle Prosecution Unit

Planned activity number M5CS-2019-08-00-00

Primary countermeasure strategy Tertiary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Douglas County

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Tertiary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$209,000.00	\$52,250.00	

Major purchases and dispositions

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

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.1.3 Planned Activity: 24/7 Sobriety Program

Planned activity name 24/7 Sobriety Program

Planned activity number M5SP-2019-10-00-00

Primary countermeasure strategy Tertiary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Douglas County

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Tertiary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid 24-7 Sobriety Program (FAST)	\$50,000.00	\$12,500.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2 Countermeasure Strategy: Secondary Prevention

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Secondary Prevention

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

Is this countermeasure strategy innovative?

No

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

Yes

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

No

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

No

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

percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

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

No

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

No

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

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

5.2.2.1 Planned Activity: Alcohol Public Information & Education

Planned activity name	Alcohol Public Information & Education
Planned activity number	AL-2019-10-00-00
Primary countermeasure strategy	Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Secondary Prevention
2019	Impaired Driving (Drug and Alcohol)

Funding sources

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

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$200,000.00	\$50,000.00	\$50,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2.2 Planned Activity: Alcohol Selective Overtime Enforcement

Planned activity name Alcohol Selective Overtime Enforcement

Planned activity number AL-2019-12-00-00

Primary countermeasure strategy Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$240,000.00	\$60,000.00	\$190,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2.3 Planned Activity: Enforcing Underage Drinking Laws

Planned activity name Enforcing Underage Drinking Laws

Planned activity number AL-2019-22-00-00

Primary countermeasure strategy Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$90,000.00	\$22,500.00	\$90,000.00
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$5,000.00	\$1,250.00	\$5,000.00

Major purchases and dispositions

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

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

5.2.2.4 Planned Activity: Traffic Training

Planned activity name Traffic Training
Planned activity number AL-2019-25-00-00
Primary countermeasure strategy Secondary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$35,000.00	\$8,750.00	\$30,000.00

Major purchases and dispositions

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

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

5.2.2.5 Planned Activity: Prosecutorial Response to DUI Crime

Planned activity name Prosecutorial Response to DUI Crime

Planned activity number AL-2019-39-00-00

Primary countermeasure strategy Secondary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Attorney General's Office

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Secondary Prevention

Funding sources

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

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$131,000.00	\$32,750.00	\$131,000.00

Major purchases and dispositions

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

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

5.2.2.6 Planned Activity: Judicial Prosecution Training

Planned activity name	Judicial Prosecution Training
Planned activity number	AL-2019-41-00-00
Primary countermeasure strategy	Secondary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Supreme Court

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Secondary Prevention
------	----------------------

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$20,000.00	\$5,000.00	\$20,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2.7 Planned Activity: DRE / ARIDE Training and Recertification

Planned activity name DRE / ARIDE Training and Recertification

Planned activity number FDMDATR-2019-04-00-00

Primary countermeasure strategy Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$75,000.00	\$18,750.00	

Major purchases and dispositions

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

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.2.8 Planned Activity: Alcohol Selective Overtime Enforcement & System Support

Planned activity name Alcohol Selective Overtime Enforcement & System Support

Planned activity number M5X-2019-05-00-00

Primary countermeasure strategy Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$375,000.00	\$93,750.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2.9 Planned Activity: Alcohol Public Information and Education

Planned activity name Alcohol Public Information and Education

Planned activity number M5IS-2019-06-00-00

Primary countermeasure strategy Secondary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSO

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Secondary Prevention
2019	Impaired Driving (Drug and Alcohol)

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Information System (FAST)	\$315,000.00	\$78,750.00	

Major purchases and dispositions

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

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

5.2.2.10 Planned Activity: Special Enforcement Mini-Grants

Planned activity name Special Enforcement Mini-Grants
Planned activity number M5X-2019-07-00-00
Primary countermeasure strategy Secondary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law Enforcement Local

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$10,000.00	\$2,500.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.2.11 Planned Activity: NE State Patrol Toxicology Services

Planned activity name NE State Patrol Toxicology Services

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

Primary countermeasure strategy Secondary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

State Patrol

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Secondary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$68,000.00	\$17,000.00	

Major purchases and dispositions

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

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

5.2.3 Countermeasure Strategy: Primary Prevention

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Primary Prevention

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

Is this countermeasure strategy innovative?

No

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

Yes

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-2019-06-00-00	NE Collegiate Consortium to Reduce High-Risk Drinking	Primary Prevention
AL-2019-40-00-00	Project Night Life Expansion	Primary Prevention
M5OT-2019-09-00-00	Support of Evidence-Based Environmental Strategies	Primary Prevention

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

Planned activity name	NE Collegiate Consortium to Reduce High-Risk Drinking
Planned activity number	AL-2019-06-00-00
Primary countermeasure strategy	Primary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

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

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Primary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$208,000.00	\$52,000.00	\$208,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.3.2 Planned Activity: Project Night Life Expansion

Planned activity name Project Night Life Expansion

Planned activity number AL-2019-40-00-00

Primary countermeasure strategy Primary Prevention

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

Yes

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Omaha Police Department

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Primary Prevention

Funding sources

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

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Alcohol (FAST)	\$142,000.00	\$35,500.00	\$142,000.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
-------------	-----------------	-----------------------	-------------------	-----------------------------	-------------------------------

No records found.

5.2.3.3 Planned Activity: Support of Evidence-Based Environmental Strategies

Planned activity name	Support of Evidence-Based Environmental Strategies
Planned activity number	M5OT-2019-09-00-00
Primary countermeasure strategy	Primary Prevention

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Project Extra Mile

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019 Primary Prevention

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$350,000.00	\$87,500.00	

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.2.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Highway Safety Office Program Management

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

Is this countermeasure strategy innovative?

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Countermeasure strategy description

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

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

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

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

Problem Identification Process, Data Used and Participants

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

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

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

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

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

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-2019-09-00-00	Alcohol Program Coordination	Highway Safety Office Program Management

5.2.4.1 Planned Activity: Alcohol Program Coordination

Planned activity name	Alcohol Program Coordination
Planned activity number	AL-2019-09-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

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

No

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

No

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

No

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

No

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

Yes

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

No

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

Yes

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

No

Enter description of the planned activity.

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

Enter intended subrecipients.

HSD

Countermeasure strategies

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

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

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

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00	\$25,000.00	\$0.00

Major purchases and dispositions

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

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.3 Program Area: Traffic Records

Program area type Traffic Records

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

Yes

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

No

Problem identification

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

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

Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment completed in January 2016. The assessment is used as a guide for 405c project priorities both short and long term.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted

driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	239.0

Countermeasure strategies

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

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Metrics
2019	Highway Safety Office Program Management

5.3.1 Countermeasure Strategy: Traffic Records Metrics

Program area	Traffic Records
Countermeasure strategy	Traffic Records Metrics

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

Is this countermeasure strategy innovative?

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

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

No

Countermeasure strategy description

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

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

The HSO follows the NHTSA *Model Performance for State Traffic Record System* guidelines and makes a distinction between performance measures and performance metrics within the state's traffic record system components. Performance measure attributes are timeliness, accuracy, completeness, uniformity, integration, and accessibility and are the tools used to gauge the performance of a specific system in one of the six core areas. The Performance metrics are explicit, frequently numeric, goals establish for individual systems and subsystems.

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

Problem Identification Process, Data Used and Participants

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

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

characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

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

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

Nebraska Priority Counties

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

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

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

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Sa fety Office, PO Box 94612, Unco ln NE									

Evidence of effectiveness

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

HSO is utilizing strategies prioritized, through the assessment process, to ensure quality and improvement to meet target.

Planned activities

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

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
TR-2019-30-00-00	Traffic Records	Traffic Records Metrics
TR-2019-31-00-00	Nebraska State Patrol - TRACS	Traffic Records Metrics
M3DA-2019-01-00-00	E-Citations and Traffic Records Improvement	Traffic Records Metrics
M3DA-2019-14-00-00	Nebraska Crash Outcome Data Evaluation System	Traffic Records Metrics
M3DA-2019-15-00-00	Nebraska EMS/E-code Data Quality Assessment and Improvement	Traffic Records Metrics
M3DA-2019-17-00-00	Nebraska Injury Surveillance Enhancement	Traffic Records Metrics

5.3.1.1 Planned Activity: Traffic Records

Planned activity name	Traffic Records
Planned activity number	TR-2019-30-00-00
Primary countermeasure strategy	Traffic Records Metrics

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

No

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

No

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

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident (Crash) Records File, to provide improved and more accurate information for goal setting and problem statements to assist in the reduction of motor vehicle fatalities and injuries. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. It also provides the NDOT-HSO with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Metrics

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$5,000.00	\$1,250.00	\$5,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.2 Planned Activity: Nebraska State Patrol - TRACS

Planned activity name Nebraska State Patrol - TRACS

Planned activity number TR-2019-31-00-00

Primary countermeasure strategy Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and piloting TraCS in up to three local Nebraska enforcement agencies. The funding is for salaries and benefits associated with two IT Business Analysts positions. The goal of this project is to increase the number of law enforcement agencies utilizing TraCS for electronic citation and crash forms.

Enter intended subrecipients.

State Patrol

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Traffic Records Metrics
------	-------------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$134,000.00	\$33,500.00	\$75,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.3.1.3 Planned Activity: E-Citations and Traffic Records Improvement

Planned activity name E-Citations and Traffic Records Improvement

Planned activity number M3DA-2019-01-00-00

Primary countermeasure strategy Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to the Nebraska Crime Commission to work with other state agencies (i.e. NDOT and DMV)) that deal directly with traffic records. This project is to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access, and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data. Data system improvements planned by the Crime Commission are to expand the use of the e-Citations to other new law enforcement agencies, to implement changes in the Prosecutor Case management System, and for County Attorneys to download and print citation images from NCJIS will eliminate the need for law enforcement manual citation process.

Enter intended subrecipients.

Nebraska Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Metrics

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$64,000.00	\$16,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00	\$75,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.4 Planned Activity: Nebraska Crash Outcome Data Evaluation System

Planned activity name Nebraska Crash Outcome Data Evaluation System

Planned activity number M3DA-2019-14-00-00

Primary countermeasure strategy Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to DHHS to create a CODES database linking four separate databases, crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Traffic Records Metrics
------	-------------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$222,000.00	\$55,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.3.1.5 Planned Activity: Nebraska EMS/E-code Data Quality Assessment and Improvement

Planned activity name Nebraska EMS/E-code Data Quality Assessment and Improvement

Planned activity number M3DA-2019-15-00-00

Primary countermeasure strategy Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) link to the E-Code (Crash Outcome Data Evaluation System) database. Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), the Lincoln Fire and Rescue data-base, and the Omaha Fire and Rescue database. The target is to encourage EMS responders to transmit the EMS data electronically and to assess and improve the quality of the Nebraska EMS data.

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Records Metrics

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$46,000.00	\$11,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.1.6 Planned Activity: Nebraska Injury Surveillance Enhancement

Planned activity name Nebraska Injury Surveillance Enhancement

Planned activity number M3DA-2019-17-00-00

Primary countermeasure strategy Traffic Records Metrics

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for the Nebraska Injury Surveillance System to enhance the primary data source for the traffic safety, public health and law enforcement communities. This project will conduct a needs assessment on the current surveillance system and identify areas in which injury surveillance can expand to cover motor vehicle related injuries and crashes.

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records Metrics

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$39,000.00		\$9,750.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.3.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Traffic Records

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,

communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO follows the NHTSA *Model Performance for State Traffic Record System* guidelines and makes a distinction between performance measures and performance metrics within the state's traffic record system components. Performance measure attributes are timeliness, accuracy, completeness, uniformity, integration, and accessibility and are the tools used to gauge the performance of a specific system in one of the six core areas. The Performance metrics are explicit, frequently numeric, goals establish for individual systems and subsystems.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO is utilizing strategies prioritized, through the assessment process, to ensure quality and improvement to meet target.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-16-00-00	Traffic Records Coordination / Training	Highway Safety Office Program Management

5.3.2.1 Planned Activity: Traffic Records Coordination / Training

Planned activity name	Traffic Records Coordination / Training
-----------------------	---

Planned activity number M3DA-2019-16-00-00

Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding to the HSO for Traffic Safety Specialist staff time, travel, materials, and Traffic Records Coordinating Committee (TRCC) meetings/activities expenses. This also allows the HSO to use the mini-grant agreement process to support TRCC members and personnel to attend traffic records meetings and workshops that will aid in the continued Nebraska traffic records system development and implementation.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$35,000.00		\$8,750.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.4 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	23.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	2.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

5.4.1 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

HSO will provide funding to Department of Motor Vehicles (DMV) for Motorcycle Instructor Update Class, New Motorcycle Instructor Training, and Quality Assurance Training and site visits. Funding for this area will serve to reduce the number of single and multi-vehicle crashes involving motorcycles.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One/Two	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Motorcycle training is a proven strategy to increase operator knowledge and decrease operator involvement with motor-vehicle crash incidents.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-01-00-00	Motorcycle Public Information and Education	Motorcycle Rider Training
M9MT-2019-02-00-00	Motorcycle Training Assistance	Motorcycle Rider Training

5.4.1.1 Planned Activity: Motorcycle Public Information and Education

Planned activity name	Motorcycle Public Information and Education
Planned activity number	M9MA-2019-01-00-00
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agencies/organizations using the mini-grant agreement process to local agencies and organizations, and special education related equipment purchases.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Motorcycle Rider Training

2019 Identification and Surveillance

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$38,000.00	\$9,500.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.4.1.2 Planned Activity: Motorcycle Training Assistance

Planned activity name Motorcycle Training Assistance

Planned activity number M9MT-2019-02-00-00

Primary countermeasure strategy Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant provides funding for HSO for motorcycle training assistance using the mini-grant agreement process to state agencies and local entities to support/enhance motorcycle rider/instructor training.

Enter intended subrecipients.

Department of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$17,893.50	\$4,473.38	
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$7,106.50	\$1,776.63	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distract driving media campaigns throughout the fiscal year.

This program area provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving, with a focus on youth 15 to 24 years of age.

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective overtime enforcement to conduct special distracted driving enforcement operations targeting drivers that are driving distracted, including but not limited to texting and driving and use of electronic communication device by a teen driver operating a vehicle while holding a provisional operator permit. Participating agencies will receive funding assistance for overtime salaries.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	31.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement
2019	Distracted Driving

5.5.1 Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program area Distracted Driving
Countermeasure strategy High Visibility Cellphone/Text Messaging Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will implement strategies to decrease the increasing trend for traffic fatalities and unintentional injuries, special focus on young drivers (20 and younger). High visibility enforcement activities and media campaigns (earned, paid, and social) will be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
One	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO is utilizing an evidence-based program that supports increased enforcement of distracted driving in priority counties and young drivers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FESDDLE-2019-02-00-00	Distracted Driving Selective Overtime Enforcement	High Visibility Cellphone/Text Messaging Enforcement

5.5.1.1 Planned Activity: Distracted Driving Selective Overtime Enforcement

Planned activity name	Distracted Driving Selective Overtime Enforcement
Planned activity number	FESDDLE-2019-02-00-00
Primary countermeasure strategy	High Visibility Cellphone/Text Messaging Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective overtime enforcement to conduct special distracted driving enforcement operations targeting drivers that are driving distracted, including but not limited to texting and driving and use of electronic communication device by a teen driver operating a vehicle while holding a provisional operator permit. Participating agencies will receive funding assistance for overtime salaries.

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$45,000.00	\$11,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.5.2 Countermeasure Strategy: Distracted Driving

Program area Communications (Media)

Countermeasure strategy Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will engage in efforts to decrease the apparent increasing trend of distracted driving-related traffic fatalities and serious injuries using high-visibility enforcement efforts combined with distracted driver multimedia campaigns (One Text or Call could Wreck It All, Drive the Right Message, and You Have One Job).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Using comprehensive campaigns that can be used both statewide and at the local level (focusing on Priority Counties), the HSO is able to target distracted driving media and high-visibility enforcement campaigns to effectively reach our target audience.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-2019-13-00-00	Distracted Driving Public Information & Education	Distracted Driving
FESPE-2019-01-00-00	Distracted Driving Public Information and Education	Distracted Driving

5.5.2.1 Planned Activity: Distracted Driving Public Information & Education

Planned activity name Distracted Driving Public Information & Education
Planned activity number DD-2019-13-00-00
Primary countermeasure strategy Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age.

Enter intended subrecipients.

HSO and High Schools

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Distracted Driving

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$60,000.00	\$15,000.00	\$25,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.2 Planned Activity: Distracted Driving Public Information and Education

Planned activity name Distracted Driving Public Information and Education

Planned activity number FESPE-2019-01-00-00

Primary countermeasure strategy Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving.

Enter intended subrecipients.

Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$30,000.00	\$7,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide									1,907,116
Statewide									5,279
Statewide									25.58
Statewide									2.80
Statewide									1.36
Statewide									7.06
Statewide									21.42
Statewide									75.8%
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Unclon NE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	239.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,540.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Overtime Enforcement
2019	Law Enforcement Training

5.6.1 Countermeasure Strategy: Traffic Overtime Enforcement

Program area Police Traffic Services

Countermeasure strategy Traffic Overtime Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances

that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Reduce speed-related fatalities through training, speed related enforcement, and updated resources to reduce fatal, A and B crashes in the priority counties and other problem locations. The Nebraska Law Enforcement Training Center will offer speed-related classes and recertification training for local law enforcement agencies.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
One	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO is utilizing an evidence-based program that supports increased training and/or recertification activities around speed related enforcement to prevent fatalities and serious injuries with a special focus on rural roadways and nighttime interventions.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-27-00-00	Traffic Selective Overtime Enforcement	Traffic Overtime Enforcement

5.6.1.1 Planned Activity: Traffic Selective Overtime Enforcement

Planned activity name	Traffic Selective Overtime Enforcement
Planned activity number	PT-2019-27-00-00
Primary countermeasure strategy	Traffic Overtime Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the priority counties. Participating agencies receive funding assistance for overtime salaries of the participating officers.

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Traffic Overtime Enforcement
------	------------------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$190,000.00	\$47,500.00	\$150,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.6.2 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,

communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement technics that meet the statutory requirements for the necessary prosecution and adjudication. This all supports our annual traffic safety enforcement plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019										
COUNTY CRASH RATE compared to STATE CRASH RATE										
PER 100 MILLION MILES										
Congressional Distrikt	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**	
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684	
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383	
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767	
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807	
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465	
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640	
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757	
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995	
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799	
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705	
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186	
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637	
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550	
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015	
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828	
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081	
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861	
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023	
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038	
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422	
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284	
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603	
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794	
23 County Population									1,580,324	
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116	
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									83% of Population	
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County										
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.										
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6										
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018					
**Population information is used to document the percentage of state's population represented.										
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE										

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

In addition to the Nebraska State Patrol, the Omaha and Lincoln Police Departments, which each have their own training academies, the HSO annually provides grant funding support to the Nebraska Law Enforcement Training Center (NLETC) for standardized traffic safety-related local law enforcement officer/deputy training activity (SFST, alcohol breath testing, in-car camera systems, crash investigation/reconstruction, radar, DUI enforcement, etc.). These officers are trained and certified by the NLETC with HSO acknowledgement on certificates.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier Planned Activity Name Primary Countermeasure

PT-2019-26-00-00 Traffic Law Enforcement Law Enforcement Training

5.6.2.1 Planned Activity: Traffic Law Enforcement

Planned activity name Traffic Law Enforcement

Planned activity number PT-2019-26-00-00

Primary countermeasure strategy Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding for the Nebraska Law Enforcement Training Center to conduct highway safety related courses for all local Nebraska law enforcement agencies except Lincoln and Omaha. Courses are offered in Radar and LIDAR Certification, Standardized Field Sobriety Testing (SFST), SFST updates, In-Car Camera, Crash Investigation (Basic, Intermediate, Advanced and Technical) Advanced Roadside Impaired Driving Enforcement (ARIDE), and a IMS Map360 class. The radar recertification interactive CD training will continue for law enforcement agencies. This project supports the statewide training for preliminary and evidentiary breath testing instruments.

Enter intended subrecipients.

Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$135,000.00	\$33,750.00	\$135,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.7 Program Area: Speed Management

Program area type Speed Management

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable

characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Sa fety Office, PO Box 94612, Unco ln NE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	42.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Speed Overtime Enforcement & System Support
2019	Highway Safety Office Program Management

5.7.1 Countermeasure Strategy: Speed Overtime Enforcement & System Support

Program area	Speed Management
Countermeasure strategy	Speed Overtime Enforcement & System Support

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime

drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Reduce speed-related fatalities through training, speed related enforcement, and updated resources to reduce fatal, A and B crashes in the priority counties and other problem locations. The Nebraska Law Enforcement Training Center will provide the speed related classes and recertification training for local law enforcement agencies.

Reduce speed-related fatalities, A and B injuries, through public information and education activities in priority counties and across the state. HSO will carry out several comprehensive speed related campaigns utilizing electronic, print, earned, and social media. Primary focus of the campaigns will be on males ages 18-34.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO is utilizing an evidence-based program that supports increased education and awareness regarding speed, traffic safety and the reduction of motor-vehicle crashes on Nebraska roadways. Special focus on rural roadways and nighttime interventions.

HSO is utilizing an evidence-based program that supports increased training and/or recertification activities around speed related enforcement to prevent fatalities and serious injuries with a special focus on rural roadways and nighttime interventions.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SE-2019-33-00-00	Speed Selective Overtime Enforcement	Speed Overtime Enforcement & System Support
SC-2019-35-00-00	Speed Public Information & Education	Speed Overtime Enforcement & System Support

5.7.1.1 Planned Activity: Speed Selective Overtime Enforcement

Planned activity name	Speed Selective Overtime Enforcement
Planned activity number	SE-2019-33-00-00
Primary countermeasure strategy	Speed Overtime Enforcement & System Support

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective speed overtime enforcement requiring daytime and nighttime enforcement. Preference is for the priority counties. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes. Participating agencies receive funding assistance for overtime salaries. Agencies may include enforcement equipment to enhance their ability to collect speeding offender evidence in the enforcement of the posted speed limits at high crash locations. Completion of training to use the equipment in special enforcement operations is required. High speed-related crash counties are the first priority.

Enter intended subrecipients.

State and Local Law Enforcement

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Overtime Enforcement & System Support

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$160,000.00	\$40,000.00	\$135,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.7.1.2 Planned Activity: Speed Public Information & Education

Planned activity name Speed Public Information & Education
Planned activity number SC-2019-35-00-00
Primary countermeasure strategy Speed Overtime Enforcement & System Support

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education related equipment purchases.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed Overtime Enforcement & System Support

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act NHTSA 402	Speed Control (FAST)	\$25,000.00	\$6,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Speed Management

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
SC-2019-32-00-00	Speed Program Coordination	

5.7.2.1 Planned Activity: Speed Program Coordination

Planned activity name: Speed Program Coordination

Planned activity number: SC-2019-32-00-00

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO for basic Traffic Safety Specialists staff costs; to include personal services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Control (FAST)	\$10,000.00	\$2,500.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.8 Program Area: Identification & Surveillance

Program area type Other

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those

problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
***U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	31.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	17.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Youth
2019	Traffic Safety
2019	Highway Safety Office Program Management
2019	Drowsy Driving

5.8.1 Countermeasure Strategy: Youth

Program area Other
Countermeasure strategy Youth

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Reduce the number of young drivers (20 and younger) involved in fatal, A, and B crashes, through public information and education messaging using multiple media options to target those drivers. The HSO will support *Teens in the Driver Seat*, an evidence-based program, providing grant funding to the Nebraska Department of Health and Human Services – Division of Behavioral Health.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Teens in the Driver Seat® is a teen driven peer-to-peer educational program that is focused solely on traffic safety and addresses all major driving risks for this age group. A survey of students in the (32) Nebraska High Schools that implemented Teens in the Driver Seat will be used to identify changes in attitudes and behaviors.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IS-2019-19-00-00	Youth Public Information & Education	Youth

5.8.1.1 Planned Activity: Youth Public Information & Education

Planned activity name	Youth Public Information & Education
Planned activity number	IS-2019-19-00-00

Primary countermeasure strategy Youth

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver's Seat, and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.

Enter intended subrecipients.

Health and Human Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Youth

2019 Identification and Surveillance

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$90,000.00	\$22,500.00	\$90,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.8.2 Countermeasure Strategy: Traffic Safety

Program area Other

Countermeasure strategy Traffic Safety

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will provide funding to support educational messaging, mini-grant agreements and conduct a public opinion survey of Nebraska drivers. These activities will be traffic safety specific, some supporting our traffic enforcement planned activities, in the areas of young drivers, pedestrians, bicyclists, and railroad crossings. Funding is to assist in the reduction of unintentional related injuries/fatalities.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup

may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO will report the initiatives used, along with the media (paid, earned, and social) and messaging that was created and used. Documentation of the media reach will be collected. The HSO annually reports the findings of the public opinion survey on the HSO website.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IS-2019-24-00-00	Traffic Safety Public Information & Education	Traffic Safety

5.8.2.1 Planned Activity: Traffic Safety Public Information & Education

Planned activity name	Traffic Safety Public Information & Education
Planned activity number	IS-2019-24-00-00
Primary countermeasure strategy	Traffic Safety

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver

behavior at railroad crossings and bicycle safety. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver's attitudes and behaviors.

Enter intended subrecipients.

Health and Human Services, Local Health Departments, Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	Traffic Safety
2019	Identification and Surveillance

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$75,000.00	\$18,750.00	\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.8.3 Countermeasure Strategy: Highway Safety Office Program Management

Program area Other

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles.

Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

HSO project management team will evaluate and report annually the planned activity results and the target population reached through project initiatives.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IS-2019-21-00-00	Youth Program Coordination	Highway Safety Office Program Management
IS-2019-23-00-00	Traffic Safety Program Coordination	Highway Safety Office Program Management

5.8.3.1 Planned Activity: Youth Program Coordination

Planned activity name	Youth Program Coordination
Planned activity number	IS-2019-21-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO for the Traffic Safety Specialist staff time, personal services, travel, and materials for development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), funding for local agencies/organizations to use the mini-grant agreements to support youth initiatives, the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$34,000.00	\$8,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.8.3.2 Planned Activity: Traffic Safety Program Coordination

Planned activity name	Traffic Safety Program Coordination
Planned activity number	IS-2019-23-00-00
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant funding for the HSO Traffic Safety Specialists staff for basic costs, including personal services, travel and office expenses, to coordinate, monitor, and audit program area grants and activities (excluding the areas of alcohol, occupant protection, youth, and speed). Coordination of traffic safety projects, along with technical assistance in traffic safety activities to help reduce the number of traffic safety incidents.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$142,000.00	\$35,500.00	\$142,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.8.4 Countermeasure Strategy: Drowsy Driving

Program area Other

Countermeasure strategy Drowsy Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education,

communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

HSO will provide funding to reduce fatalities and unintentional injuries by increasing public awareness, information, and education about the risks associated with drowsy driving. The primary targeted driver populations are young adults ages 18-34 and seniors ages 65-75.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional Distrikt	County	2016 FAB Crashes	*FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
***Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO will report the initiatives used, along with the media (paid, earned, and social) and messaging that was created and used. Documentation of the media reach will be collected.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IS-2019-29-00-00	Drowsy Driving Public Information & Education	Drowsy Driving

5.8.4.1 Planned Activity: Drowsy Driving Public Information & Education

Planned activity name Drowsy Driving Public Information & Education
Planned activity number IS-2019-29-00-00
Primary countermeasure strategy Drowsy Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of drowsy driving.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Identification and Surveillance
 2019 Drowsy Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.9 Program Area: Racial Profiling Data Collection

Program area type Racial Profiling Data Collection

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	*FAB Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red Indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	239.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Review and Improve Racial Profiling Collection

5.9.1 Countermeasure Strategy: Review and Improve Racial Profiling Collection

Program area	Racial Profiling Data Collection
Countermeasure strategy	Review and Improve Racial Profiling Collection

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will provide funding to the Nebraska Crime Commission to be used for local law enforcement agencies training, technical assistance, equipment, and software to ensure accurate and prompt reporting of required traffic stop data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those

problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
***U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Unclon NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

A thorough review and analysis of annual traffic stop data will be conducted yearly and the data is made publicly available on the Nebraska Crime Commission's website.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
F1906CMD-2019-01-00-00	Improving Data Collection Methods and Reporting	Review and Improve Racial Profiling Collection
F1906ER-2019-02-00-00	Review and Analysis of Collected Data	Review and Improve Racial Profiling Collection

5.9.1.1 Planned Activity: Improving Data Collection Methods and Reporting

Planned activity name Improving Data Collection Methods and Reporting
Planned activity number F1906CMD-2019-01-00-00
Primary countermeasure strategy Review and Improve Racial Profiling Collection

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

Grant funding for providing local law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection, efficiency, and prompt reporting of the required traffic stop data.

Enter intended subrecipients.

Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Review and Improve Racial Profiling Collection

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$375,000.00	\$93,750.00	
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$339,000.00	\$84,750.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.9.1.2 Planned Activity: Review and Analysis of Collected Data

Planned activity name	Review and Analysis of Collected Data
Planned activity number	F1906ER-2019-02-00-00
Primary countermeasure strategy	Review and Improve Racial Profiling Collection

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

Funding to provide increased support for the review and analysis of annual traffic stop data with special emphasis on federal highway safety funded enforcement operations.

Enter intended subrecipients.

Crime Commission

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Review and Improve Racial Profiling Collection

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 1906 Prohibit Racial Profiling	1906 Evaluating Results	\$36,000.00	\$9,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.10 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Highway Safety Communication Plan

Paid Media

In FY2019, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.

The HSO will use media methods for: 1) Occupant Restraints (**Click It or Ticket**); 2) Impaired Driving (**Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and You Drink & Drive, You Lose.**); 3) Underage Drinking (**Tip Line 1-866-MUST-BE-21**); 4) Distracted Driving (**One Text or Call Could Wreck It All**); 5) Motorcycle Safety (**Share the Road**); Child Passenger Safety (**The Right Seat and Never Give Up Until They Buckle Up**) and 7) Railroad Grade Crossing Safety (**Operation Lifesaver**).

The HSO also enhances the volume of paid media marketing/advertising during the national *Click It or Ticket* Mobilization, Impaired Driving Crackdown, and the additional designated *Click It or Ticket* Mobilization. Special Underage Drinking campaigns are conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January. Additional, traffic safety messaging takes place in May for Motorcycle Awareness, 100 Days of Summer (occupant protection and distracted driving) and Child Passenger Safety.

Public Information and Education Materials

In FY2019, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

The HSO offers to create and print materials for our traffic safety program partners to assist us in our Public Information and Education efforts.

The HSO will continue to update and offer free to the general public an audio-visual lending library of all of the previously mentioned safety issues. An audio-visual catalogue is available on the HSO website to assist in identifying specific safety information needs.

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations.

Earned Media

In FY2019, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

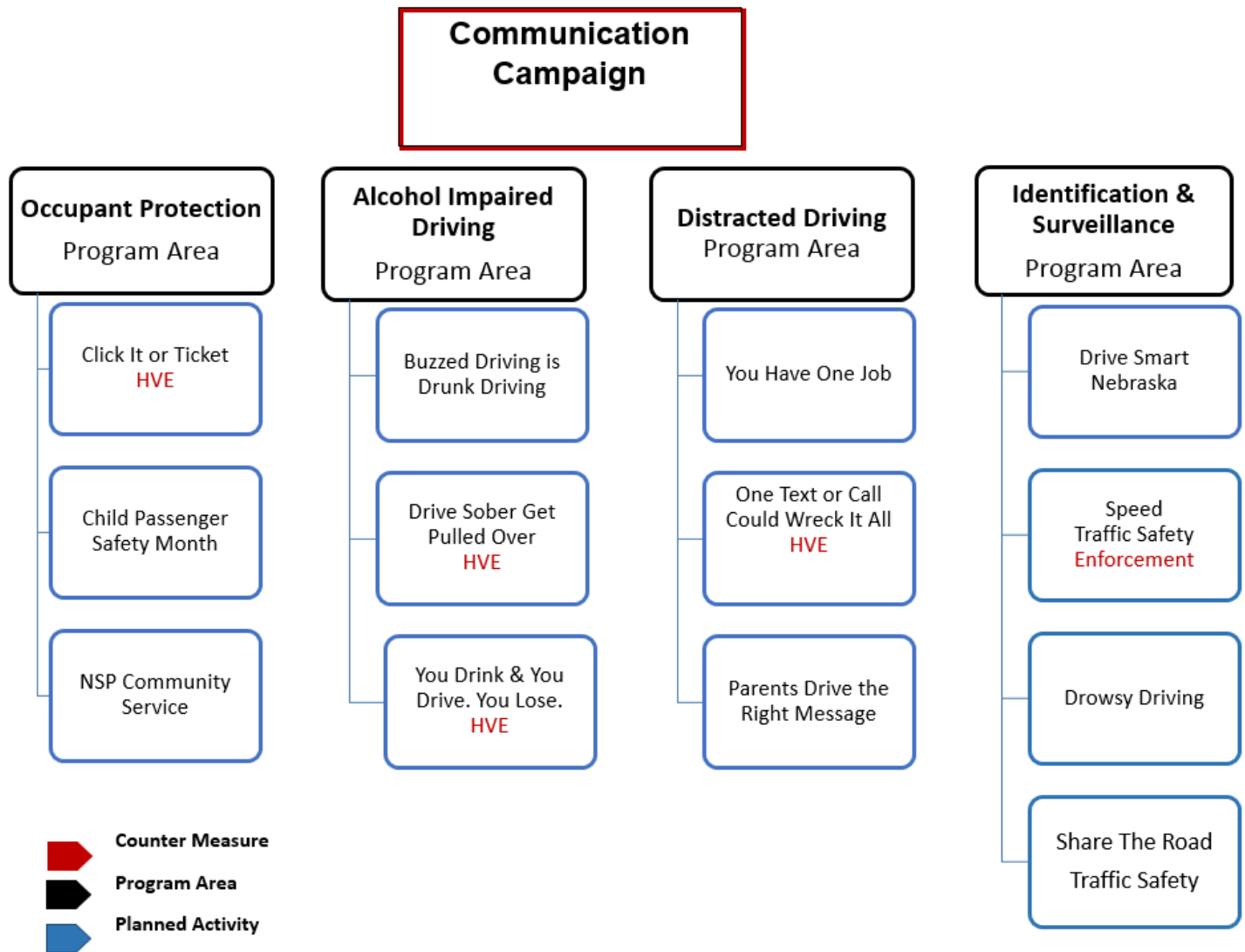
The HSO issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

By reputation, the HSO is and will continue to be the primary traffic safety news story source for media from across the state. The HSO is recognized as the best source for related data, information, and to be able to direct media representatives to other additional resources. The HSO will continue to pursue the best ways to collect, present, and deliver traffic safety related information to maintain its position as the best traffic safety news source.

Social Media

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and other highly utilized platforms (i.e., Instagram, Snapchat) remains an essential goal for FY2019.



Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	239.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	1,540.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	107.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	64.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	23.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	2.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	31.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	17.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	88.9
2019	Fatal, A and B Crashes (State Crash Data)	5 Year	2019	4,612.0
2019	Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)	5 Year	2019	548.0
2019	Speed-Related Fatal, A and B Crashes (State Crash Data)	5 Year	2019	230.0
2019	Youth-Involved Fatal, A and B Crashes (State Crash Data)	5 Year	2019	1,134.0
2019	All Other Factors, Fatal, A and B Crashes (State Crash Data)	5 Year	2019	3,829.0
2019	Distracted Driver, Fatal, A and B Crashes (State Crash Data)*	5 Year	2019	896.0
2019	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)	5 Year	2019	71.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Occupant Protection (Adult and Child Passenger Safety)
2019	Impaired Driving (Drug and Alcohol)
2019	Identification and Surveillance
2019	Distracted Driving

5.10.1 Countermeasure Strategy: Occupant Protection (Adult and Child Passenger Safety)

Program area	Communications (Media)
Countermeasure strategy	Occupant Protection (Adult and Child Passenger Safety)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can

be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Increase seat belt use, across life span, in order to hold steady unrestrained passenger vehicle occupant fatalities and injuries. The HSO will carry out several comprehensive seat belt campaigns (i.e., CIOT, high visibility enforcement, #TheRightSeat, employer/employee outreach, law enforcement community outreach, etc.) utilizing electronic, print, earned, social and non-traditional sources. The primary target driver population are males ages 18-34 and primarily within the identified Priority Counties and other problem locations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									83% of Population
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016					Revised 1/8/2018				
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Through comprehensive campaigns that can be used both statewide and at the local level (focusing first in the Priority Counties), HSO can target seat belt campaigns to effectively reach populations that are resistant to occupant protection and child safety seats.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
M2PE-2019-10-00-00	Occupant Protection Public Information and Education	Short-term, High Visibility Seat Belt Law Enforcement

5.10.2 Countermeasure Strategy: Impaired Driving (Drug and Alcohol)

Program area Communications (Media)
Countermeasure strategy Impaired Driving (Drug and Alcohol)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the communication campaigns will provide a comprehensive approach to prevent and reduce impaired driving. The planned activities include, *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and You Drink and Drive. You Lose*. These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alkohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO is utilizing evidence-based planned activities where the primary target driver population are males ages 18-34. Annual public opinion survey results along with arrest, conviction, and crash data are used to determine effectiveness evaluation.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-2019-10-00-00	Alcohol Public Information & Education	Secondary Prevention
M5IS-2019-06-00-00	Alcohol Public Information and Education	Secondary Prevention

5.10.3 Countermeasure Strategy: Identification and Surveillance

Program area Communications (Media)
 Countermeasure strategy Identification and Surveillance

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will provide support for comprehensive traffic safety media campaigns to reduce the traffic crashes involving unintentional injuries by increasing public awareness and education in the in the identified Priority Counties. The HSO will accomplish this with the involvement of traffic safety partners from the Drive Smart Nebraska ad hoc committee. Campaign areas include, distracted driving, seat belt use, speeding, and motorcycle safety, etc.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Problem Identification Process, Data Used and Participants

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The HSO uses model campaign strategies that have proven to be successful. The HSO will evaluate campaigns using the numbers of impressions and the targeted populations reached.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
IS-2019-19-00-00	Youth Public Information & Education	Youth
IS-2019-24-00-00	Traffic Safety Public Information & Education	Traffic Safety
IS-2019-29-00-00	Drowsy Driving Public Information & Education	Drowsy Driving
M9MA-2019-01-00-00	Motorcycle Public Information and Education	Motorcycle Rider Training

5.10.4 Countermeasure Strategy: Distracted Driving

Program area Communications (Media)

Countermeasure strategy Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The HSO will engage in efforts to decrease the apparent increasing trend of distracted driving-related traffic fatalities and serious injuries using high-visibility enforcement efforts combined with distracted driver multimedia campaigns (One Text or Call could Wreck It All, Drive the Right Message, and You Have One Job).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**Problem Identification Process, Data Used and Participants**

Problem identification is performed by the HSO staff, with the sometime assistance of other state and local agency personnel, and involves the examination of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be divided into various subgroups by age, sex, etc. Vehicles can be divided into subgroups according to the year, the make, body style, etc. Roadways can be divided into subgroups according to urban, rural, type of surface, etc. Crashes can be further analyzed in terms of time, day, and month; age and sex of the driver, and primary contributing factors; and usage of safety equipment.

The HSO has chosen to define a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is proportionately higher in crash experience compared to normal expectations." The fact that a subgroup is over represented in crashes may suggest that there is a characteristic of that subgroup that contributes to the crashes. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, other roadway users, vehicles, or roadways, which are statistically higher in crash experience as compared to normal expectations.

Isolating and identifying contributing factors are essential in the strategic planning and selection of projects, activities, or programs that result in measurable outcomes. The more specific contribution of characteristics may be identified and corrected. The crash experience of the subgroup may be improved, resulting in a reduction of the rate of traffic crash fatalities and injuries.

When conducting analysis, the HSO staff also considers other influencing factors. Factors such as composition of population, modes of transportation, system support, weather conditions, economic conditions, etc., may all affect highway user behavior. The experience and judgment of the HSO staff (and their highway safety partners) are essential in the problem identification and priority setting process.

Nebraska Priority Counties

These data sources may be used as single sources of information or utilized in combination with other traditional traffic record data for problem identification. By refining the problem identification process annually and by implementing specific program activity addressing those problems, greater measurable outcomes are expected.

For the purpose of this FY2019 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 83% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2019									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alkohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081
One/Two	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794
23 County Population									1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116
Blue indicates High Crash Rates for Alkohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.									
**Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Unclon NE									

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Using comprehensive campaigns that can be used both statewide and at the local level (focusing on Priority Counties), the HSO is able to target distracted driving media and high-visibility enforcement campaigns to effectively reach our target audience.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DD-2019-13-00-00	Distracted Driving Public Information & Education	Distracted Driving
FESPE-2019-01-00-00	Distracted Driving Public Information and Education	Distracted Driving

5.10.4.1 Planned Activity: Distracted Driving Public Information & Education

Planned activity name	Distracted Driving Public Information & Education
Planned activity number	DD-2019-13-00-00
Primary countermeasure strategy	Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age.

Enter intended subrecipients.

HSO and High Schools

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
-------------	------------------------------

2019	Distracted Driving
------	--------------------

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$60,000.00	\$15,000.00	\$25,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.10.4.2 Planned Activity: Distracted Driving Public Information and Education

Planned activity name Distracted Driving Public Information and Education

Planned activity number FESPE-2019-01-00-00

Primary countermeasure strategy Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving.

Enter intended subrecipients.

Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$30,000.00	\$7,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
------	----------	----------------	------------	----------------------	------------------------

No records found.

5.11 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

This funding supports the HSO staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries, and deaths. Funding to the HSO for basic administrative personal services costs; to include office expenses, memberships, and travel expenses for an administrator, accountant, and staff assistant. Matching funds for administration related costs come from the Nebraska Department of Transportation cash funds. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety, public health, and injury-control programs. The performance measures for this project are as follows: Quality and timeliness of annual programs, planning and evaluation reports, and participating in statewide multidisciplinary transportation safety, public safety, and injury-control programs are all elements of the HSO's planning and administrative functions.

The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Driver Licensing and Vehicle Services Divisions for meeting the soft matching of the other federal highway safety funding requirements. The HSO maintains documentation from the DMV to meet these requirements of NHTSA Order 452-6C. The documentation is on file for each federal fiscal year.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PA-2019-01-00-00	Planning and Administration	

5.11.1 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	PA-2019-01-00-00
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project supports the HSO's basic administrative operational staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding for the HSO's administrative operations include the personal services costs: for the Nebraska Highway Safety Administrator and the HSO staff assistant and accountant. Also included are related office supplies, travel and membership expenditures. Matching funds for administration related costs are available from the Nebraska Department of Transportation cash fund. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety, and injury-control programs in both the public and private sectors. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, actively participate in statewide multidisciplinary transportation safety, public safety and injury-control programs. The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Licensing and Vehicle Services Divisions for soft matching the federal highway safety funding. HSO maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Enter intended subrecipients.

HSO

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$160,000.00	\$160,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-05-00-00	Occupant Protection Overtime Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
AL-2019-10-00-00	Alcohol Public Information & Education	Secondary Prevention
AL-2019-12-00-00	Alcohol Selective Overtime Enforcement	Secondary Prevention
DD-2019-13-00-00	Distracted Driving Public Information & Education	Distracted Driving
AL-2019-22-00-00	Enforcing Underage Drinking Laws	Secondary Prevention
PT-2019-26-00-00	Traffic Law Enforcement	Law Enforcement Training
PT-2019-27-00-00	Traffic Selective Overtime Enforcement	Traffic Overtime Enforcement
SE-2019-33-00-00	Speed Selective Overtime Enforcement	Speed Overtime Enforcement & System Support
SC-2019-35-00-00	Speed Public Information & Education	Speed Overtime Enforcement & System Support
AL-2019-40-00-00	Project Night Life Expansion	Primary Prevention
M2HVE-2019-14-00-00	Occupant Protection High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
FDMDATR-2019-04-00-00	DRE / ARIDE Training and Recertification	Secondary Prevention
M5X-2019-05-00-00	Alcohol Selective Overtime Enforcement & System Support	Secondary Prevention
M5X-2019-07-00-00	Special Enforcement Mini-Grants	Secondary Prevention
FESPE-2019-01-00-00	Distracted Driving Public Information and Education	Distracted Driving
FESDDLE-2019-02-00-00	Distracted Driving Selective Overtime Enforcement	High Visibility Cellphone/Text Messaging Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas are extracted from the "Nebraska Fatal, A and B Injury Crashes (CY2016)" (See below). From that crash data, and the "Nebraska State Traffic Records Data" (See below), the "Nebraska Priority Counties" (See below) are identified to implement our proven enforcement activities throughout the year. Nebraska's TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the Click It or Ticket mobilizations and the "You Drink & Drive. You Lose." crackdowns. At the conclusion, each enforcement effort is analyzed and adjustments are made to the TSEP as identified.

Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA					
	2012	2013	2014	2015	2016
POPULATION [^]	1,830,141	1,868,516	1,882,980	1,896,190	1,907,116
LICENSED DRIVERS	1,395,941	1,407,635	1,418,817	1,431,724	1,443,062
REGISTERED VEHICLES	2,278,670	2,315,126	2,339,986	2,382,800	2,421,231
VEHICLE MILES (MILLIONS)	19,315	19,363	19,795	20,230	20,709
FATALITY RATE (MILLIONS)	1.10	1.09	1.15	1.22	1.05
FATAL CRASHES	190	190	203	218	194
FATALITIES	212	211	225	246	218
A* INJURY CRASHES	1,357	1,241	1,293	1,249	1,315
B* INJURY CRASHES	3,368	3,282	3,152	3,481	3,788
C* INJURY CRASHES	6,296	6,544	6,571	6,919	7,159
A* INJURIES	1,661	1,536	1,620	1,520	1,588
B* INJURIES	4,388	4,287	4,061	4,429	4,863
C* INJURIES	9,823	10,260	10,190	10,857	11,511
ALCOHOL RELATED FATAL CRASHES	81	65	75	71	73
ALCOHOL RELATED FATALITIES	87	70	78	81	81
ALCOHOL RELATED A & B** INJURY CRASHES	572	482	501	496	506
ALCOHOL RELATED C** INJURY CRASHES	270	279	276	296	288
ALCOHOL RELATED A & B** INJURIES	778	695	765	775	822
ALCOHOL RELATED C** INJURIES	443	361	355	385	363
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	10,718	9,343	8,617	8,199	7,311
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	9,528	8,703	7,576	7,136	6,486
SAFETY BELT CONVICTIONS##	9,267	8,845	8,899	7,130	6,976
CHILD RESTRAINT CONVICTIONS##	1,431	1,240	1,200	1,021	946
OBSERVED CHILD RESTRAINT USE	95.9%	95.9%	96.9%	96.9%	98.4%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	72.7%	74.2%	73.7%	79.6%	75.8%
OBSERVED RESTRAINT USE	78.6%	79.1%	79.0%	79.6%	83.3%
SPEEDING CONVICTIONS##					
COUNTY/STATE	33,360	32,313	32,212	32,927	33,676
MUNICIPAL	27,692	22,531	20,015	18,973	17,756
INTERSTATE	8,884	8,378	8,141	8,338	9,593
SPEEDING	1,175	923	1,030	1,074	1,255
SPEED TOO FAST FOR CONDITIONS	391	509	531	515	413
TOTAL SPEED CONVICTIONS	71,502	64,654	61,929	61,827	62,693
* 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, 4/17/12, 6/20/13, 5/2/14, 3/19/15, 4/26/16					
NDOT-Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509					
Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 9/7/17					

Nebraska Fatal, A and B Injury Crashes (FY2016)

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2016)												
(COUNTIES BY CRASH TOTAL)												
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL	
3	ADAMS	5	14	43	62	3	WAYNE	1	6	24	31	
3	BUFFALO	7	30	108	145	1	CLIVING	0	12	18	30	
1	CASS	1	19	23	43	3	BOX BUTTE	1	11	16	28	
3	CLUSTER	1	11	23	35	1	COLFAX	4	8	16	28	
3	DAKOTA	4	7	26	37	3	HOLT	0	12	16	28	
3	DAWSON	9	19	45	73	3	SALINE	1	5	19	25	
1	DODGE	3	28	79	110	3	KEARNEY	4	11	9	24	
2	DOUGLAS	34	361	1,161	1,556	3	KEITH	1	10	13	24	
3	GAGE	3	20	43	66	3	RICHARDSON	1	9	14	24	
3	HALL	5	49	124	178	1	BUTLER	1	10	11	22	
3	HAMILTON	1	11	22	34	3	CHEYENNE	1	7	12	20	
1	LANCASTER	14	228	861	1,103	3	NEMAHA	3	4	13	20	
3	LINCOLN	9	35	107	151	3	PHELPS	3	1	16	20	
1	MADISON	8	20	50	78	3	CLAY	1	7	11	19	
3	MERRICK	3	11	21	35	3	RED WILLOW	0	5	14	19	
1	OTTOE	0	10	25	35	1	BURT	2	5	11	18	
1	PLATTE	4	17	76	97	3	CEDAR	3	8	7	18	
1-2	SARPY	7	82	288	377	3	DAWES	1	5	12	18	
1	SAUNDERS	3	18	30	51	3	FURNAS	0	7	11	18	
3	SCOTT'S BLUFF	8	19	80	107	3	KNOX	3	7	6	16	
1	SEWARD	1	16	29	46	3	PIERCE	1	2	13	16	
1	WASHINGTON	0	9	30	39	3	HARLAN	1	5	9	15	
3	YORK	3	17	33	53	3	HOWARD	0	5	10	15	
	TOTAL	133	1,051	3,327	4,511	3	SHERIDAN	2	4	9	15	
						1-3	THURSTON	3	9	3	15	
						3	MORRILL	0	3	11	14	
	Target Counties	68.6%	79.9%	87.8%	85.2%	1	STANTON	0	2	12	14	
	Non-Target Counties	31.4%	20.1%	12.2%	14.8%	3	THAYER	1	3	10	14	
						3	WEBSTER	0	2	11	13	
	Non-Target Counties Total	61	264	461	786	3	ANTELOPE	2	6	4	12	
						3	FILLMORE	1	7	4	12	
						3	CHERRY	3	3	5	11	
	STATE TOTAL	194	1,315	3,788	5,297	3	FRANKLIN	0	7	4	11	
						3	DIXON	0	3	7	10	
						3	HITCHCOCK	2	4	4	10	
	CY - Calendar Year					1	POLK	1	2	7	10	
						3	PAWNEE	0	4	5	9	
	* INJURY SEVERITY CODES					3	DEUEL	1	4	3	8	
	A = Disabling Injury					3	FRONTIER	0	2	6	8	
	B = Visible, but not disabling injury					3	GOSPER	0	3	5	8	
	Dist. - Congressional District					3	JEFFERSON	0	4	4	8	
						3	SHERMAN	1	3	4	8	
						3	BOONE	0	2	5	7	
						3	GRIELEY	0	2	5	7	
						3	KIMBALL	1	3	3	7	
						3	NUCKOLLS	0	3	3	6	
						3	JOHNSON	2	1	2	5	
						3	BROWN	1	2	1	4	
						3	CHASE	1	3	0	4	
						3	GARDEN	0	1	3	4	
						3	GARFIELD	1	1	2	4	
						3	NANCE	0	1	3	4	
						3	SIOUX	1	0	3	4	
						3	VALLEY	1	1	2	4	
						3	BOYD	1	1	1	3	
						3	DUNDY	1	1	1	3	
						3	PERKINS	0	2	1	3	
						3	LOUP	0	0	2	2	
						3	THOMAS	0	1	1	2	
						3	WHEELER	0	0	2	2	
						3	BLAINE	0	1	0	1	
						3	HAYES	0	1	0	1	
						3	HOOVER	0	0	1	1	
						3	LOGAN	0	0	1	1	
						3	ROCK	1	0	0	1	
						3	ARTHUR	0	0	0	0	
						3	BANNER	0	0	0	0	
						3	GRANT	0	0	0	0	
						3	KEYA PAHA	0	0	0	0	
						3	MCPHERSON	0	0	0	0	
						3	KEYA PAHA	0	0	0	0	
						3	LOUP	0	0	0	0	
						3	MCPHERSON	0	0	0	0	
							TOTAL	61	264	461	786	

Source: Nebraska Department of Transportation
As of 1/5/2018

NEBRASKA PRIORITY COUNTIES FOR FY2019										
COUNTY CRASH RATE compared to STATE CRASH RATE										
PER 100 MILLION MILES										
Congressional District	County	2016 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2016 Population**	
Three	Adams	62	24.53	4.35	3.16	8.31	17.01	65.8%	31,684	
Three	Buffalo	145	22.82	1.89	0.94	6.45	19.99	76.1%	49,383	
One	Cass	43	9.72	0.68	1.36	2.94	7.68	83.9%	25,767	
Three	Custer	35	21.55	4.93	1.85	3.69	14.78	57.1%	10,807	
One	Dakota	37	17.94	0.97	1.45	4.36	15.52	67.8%	20,465	
Three	Dawson	73	15.25	1.46	1.04	2.92	12.74	74.2%	32,640	
One	Dodge	110	30.37	0.83	1.38	8.84	28.16	83.4%	36,757	
Two	Douglas	1,556	33.70	3.73	1.04	9.07	28.93	70.9%	554,995	
Three	Gage	66	28.12	4.26	1.28	8.95	22.58	72.1%	21,799	
Three	Hall	178	25.31	2.70	1.14	7.11	21.47	77.8%	61,705	
Three	Hamilton	34	10.85	0.64	0.64	4.15	9.57	75.3%	9,186	
One	Lancaster	1,103	42.51	4.51	0.81	12.03	37.19	87.4%	309,637	
Three	Lincoln	151	23.43	2.64	1.40	5.43	19.40	68.0%	35,550	
One	Madison	78	25.09	1.61	0.97	9.01	22.52	76.3%	35,015	
Three	Merrick	35	25.12	2.15	1.44	3.59	21.53	78.5%	7,828	
One	Otoe	35	13.66	1.17	1.95	2.73	10.54	49.4%	16,081	
One	Platte	97	28.48	3.82	2.35	8.22	22.32	69.7%	32,861	
One/Two	Sarpy	377	26.57	1.97	1.20	8.67	23.40	88.4%	179,023	
One	Saunders	51	22.10	2.17	3.90	6.07	16.04	83.5%	21,038	
Three	Scotts Bluff	107	35.01	5.89	1.96	12.43	27.16	77.6%	36,422	
One	Seward	46	11.28	0.25	2.21	3.43	8.83	83.5%	17,284	
One	Washington	39	19.84	3.05	1.02	5.09	15.77	74.0%	20,603	
Three	York	53	14.17	1.87	1.87	4.01	10.42	81.6%	13,794	
23 County Population										1,580,324
Statewide		5,279	25.58	2.80	1.36	7.06	21.42	75.8%	1,907,116	
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage										
Data taken from 2016 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County										
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2016 Annual Vehicles Miles - NDOT.										
*Occ/Prot Percentage are taken from the 2016 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6										
**U.S. Census Bureau Population Estimate as of December 2016 Revised 1/8/2018										
**Population information is used to document the percentage of state's population represented.										
Nebraska 2016 data is the most current data for the FY2019 Plan Provided by: NDOT Highway Safety Office, P.O. Box 94612, Lincoln NE										

Nebraska 23 Priority Counties Areas of Highest Risk - 2017			
County	Crashes	Crash Fatalities	Injuries
Adams	139	3	200
Buffalo	314	6	429
Cass	103	3	152
Custer	57	1	80
Dakota	108	0	158
Dawson	121	7	152
Dodge	220	7	315
Douglas	4,358	43	6,128
Gage	119	0	156
Hall	454	11	644
Hamilton	53	1	78
Lancaster	2,723	18	3,910
Lincoln	249	6	368
Madison	209	6	308
Merrick	42	1	64
Otoe	55	2	75
Platte	202	4	268
Sarpy	950	11	1,426
Saunders	70	5	101
Scotts Bluff	236	6	314
Seward	93	1	141
Washington	90	4	131
York	92	5	117

Nebraska's comprehensive enforcement program is developed and implemented as follows:

The approach utilized by the HSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts. Local agencies in counties not within the 23 priority counties may be considered for grant funding if data and information is able to justify a critical need and funding is available.

The problems identified, utilized by the HSO, are outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.

Enter explanation of the deployment of resources based on the analysis performed.

The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.

The TSEP program utilizes selective overtime enforcement mini-grants for law enforcement agencies to carry out planned activity in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

The HSO monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement claims where adjustments may be considered. Citations issued per hours worked rate is reviewed to determine if future awards will be considered. Modification to the enforcement plan are made, if necessary, throughout the year. The HSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a routine basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

- Traffic Overtime Enforcement
- Short-term, High Visibility Seat Belt Law Enforcement
- Secondary Prevention
- Primary Prevention
- Occupant Protection (Adult and Child Passenger Safety)
- Law Enforcement Training
- Impaired Driving (Drug and Alcohol)
- High Visibility Enforcement
- High Visibility Cellphone/Text Messaging Enforcement
- Communication Campaign
- Communication Campaign
- Communication Campaign
- Child Restraint System Inspection Station(s)
- Alcohol Selective Overtime Enforcement & System Support

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
AL-2019-10-00-00	Alcohol Public Information & Education	Secondary Prevention
SC-2019-35-00-00	Speed Public Information & Education	Speed Overtime Enforcement & System Support

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

- Occupant Protection (Adult and Child Passenger Safety)

Communications (Media)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Adams Police Department
Alliance Police Department
Ashland Police Department
Bellevue Police Department
Blair Police Department
Boone County Sheriff's Office
Boyd County Sheriff's Office
Brown County Sheriff's Office
Buffalo County Sheriff's Office
Butler County Sheriff's Office
Cedar County Sheriff's Office
Central City Police Department
Chadron Police Department
Colfax County Sheriff's Office
Columbus Police Department
Cozad Police Department
Crete Police Department
Custer County Sheriff's Office
Dakota County Sheriff's Office
Dawson County Sheriff's Office
Dixon County Sheriff's Office
Dodge County Sheriff's Office
Douglas County Sheriff's Office
Fairbury Police Department
Fairmont Police Department
Falls City Police Department
Fillmore County Sheriff's Office
Franklin County Sheriff's Office
Furnas County Sheriff's Office
Gering Police Department
Gosper County Sheriff's Office
Grand Island Police Department
Grant County Sheriff's Office

Hall County Sheriff's Office
Hastings Police Department
Holdrege Police Department
Holt County Sheriff's Office
Jefferson County Sheriff's Office
Johnson County Sheriff's Office
Kearney Police Department
La Vista Police Department
Lancaster County Sheriff's Office
Lexington Police Department
Lincoln County Sheriff's Office
Lincoln Police Department
McCook Police Department
Merrick County Sheriff's Office
Nance County Sheriff's Office
Nebraska City Police Department
Norfolk Police Division
Nemaha County Sheriff's Office
Omaha Police Department
O'Neill Police Department
Otoe County Sheriff's Office
Papillion Police Department
Phelps County Sheriff's Office
Plattsmouth Police Department
Ponca Police Department
Ralston Police Department
Red Willion County Sheriff's Office
Richardson County Sheriff's Office
Saline County Sheriff's Office
Sarpy County Sheriff's Office
Saunders County Sheriff's Office
Scribner Police Department
Scotts Bluff County Sheriff's Office
Scottsbluff Police Department
Seward County Sheriff's Office
South Sioux City Police Department
Thayer County Sheriff's Office
Thurston County Sheriff's Office
UNK Police Department
UNL Police Department

UNO Police Department
 Valentine Police Department
 Valley County Sheriff's Office
 Wahoo Police Department
 Washington County Sheriff's Office
 Webster County Sheriff's Office
 Winnebago Police Department
 York Police Department
 Nebraska State Patrol

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Nebraska Planned Participation in the *Click It or Ticket* National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2019. The NDOT- Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 1, 2019, the HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of \$150,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2019.

In addition to the nationally designated CIOT enforcement period of May 20 – June 2, 2019, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2019 Thanksgiving CIOT campaign will run November 17 – 25, 2018, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement expenditure will be \$200,000 for an added 7,500 hours with the enforcement occurring during the November 17 – 25, 2018, designated time period.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement
 Occupant Protection (Adult and Child Passenger Safety)
 Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier

Planned Activity Name

Primary Countermeasure

M2TR-2019-09-00-00	Child Passenger Safety Training	Child Restraint System Inspection Station(s)
M2PE-2019-10-00-00	Occupant Protection Public Information and Education	Short-term, High Visibility Seat Belt Law Enforcement
M2CSS-2019-12-00-00	Child Passenger Safety CSS Purchase and Distribution	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 140

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 850000

Populations served - rural 1050000

Populations served - at risk 650000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement

Occupant Protection (Adult and Child Passenger Safety)

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2TR-2019-09-00-00	Child Passenger Safety Training	Child Restraint System Inspection Station(s)
M2PE-2019-10-00-00	Occupant Protection Public Information and Education	Short-term, High Visibility Seat Belt Law Enforcement
M2CSS-2019-12-00-00	Child Passenger Safety CSS Purchase and Distribution	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 4

Estimated total number of technicians 80

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	No
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	Yes

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement
 Occupant Protection (Adult and Child Passenger Safety)
 Communication Campaign
 Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-05-00-00	Occupant Protection Overtime Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
PT-2019-27-00-00	Traffic Selective Overtime Enforcement	Traffic Overtime Enforcement

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement
 Occupant Protection (Adult and Child Passenger Safety)
 Impaired Driving (Drug and Alcohol)
 Identification and Surveillance
 High Visibility Cellphone/Text Messaging Enforcement
 Communication Campaign
 Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
OP-2019-03-00-00	Occupant Protection Program Coordination	Highway Safety Office Program Management
OP-2019-04-00-00	Occupant Protection Public Information & Education	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-05-00-00	Occupant Protection Overtime Enforcement	Short-term, High Visibility Seat Belt Law Enforcement
OP-2019-14-00-00	Road Safety - Employers & Employees Education Program	Short-term, High Visibility Seat Belt Law Enforcement
IS-2019-19-00-00	Youth Public Information & Education	Youth
PT-2019-27-00-00	Traffic Selective Overtime Enforcement	Traffic Overtime Enforcement
OP-2019-38-00-00	Employer and Employee Occupant Protection Education	Short-term, High Visibility Seat Belt Law Enforcement
M2PE-2019-10-00-00	Occupant Protection Public Information and Education	Short-term, High Visibility Seat Belt Law Enforcement
M2CSS-2019-12-00-00	Child Passenger Safety CSS Purchase and Distribution	Child Restraint System Inspection Station(s)
M2OP-2019-13-00-00	Occupant Protection Information System	Short-term, High Visibility Seat Belt Law Enforcement
M2HVE-2019-14-00-00	Occupant Protection High-Visibility Enforcement	Short-term, High Visibility Seat Belt Law Enforcement

Occupant protection program assessment

Enter the date of the NHTSA-facilitated assessment of all elements of its occupant protection program, which must have been conducted within three years prior to the application due date.

Date of the NHTSA-facilitated assessment 3/13/2017

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
1/4/2018
10/26/2017
4/19/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator:	William Kovarik
Title of State's Traffic Records Coordinator:	Traffic Safety Specialist

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

System	Name	Agency	Title
Roadway	Anshasi, Abe	Federal Highway Administration	Division Safety and ITS Engineer
Vehicle	Beedle, Cathy	Department of Motor Vehicles	Motor Vehicles Interstate Registration Administrator
Roadway	Beran, Matt	NDOT - Materials & Research	Engineer
Injury Surveillance	Bietz, Jeanne	Department of Health and Human Services	Community Health Educator
Citation/Adjudication	Bolzer, Drew	Lancaster County Sheriff's Office	Deputy
Citation/Adjudication	Buldoc, Colonel John	Nebraska State Patrol	Superintendent of Law Enforcement & Public Safety
Citation/Adjudication	Caha, Deb	Nebraska Crime Commission	IT Business Sys Analyst/Coordinator
NHTSA Region 7	Cannon, Sherri	National Highway Traffic Safety Administration	Regional Program Manager
Citation/Adjudication	Caradori, Sean	Nebraska State Patrol	State Patrol Captain
Citation/Adjudication	Christine Christopherson	Administrative Office of the Courts	Trial Court Services Director
Vehicle	Clough, Tina	Nebraska Department of Motor Vehicles	Motor Vehicle Program Manager I
Citation/Adjudication	Doggett, Dan	Nebraska State Patrol	State Patrol Lieutenant
Roadway	Dostal, Shane	City of Lincoln Public Works	City of Lincoln Public Works Manager
Citation/Adjudication	Fargen, Mike	Nebraska Crime Commission	IT Manager I, Information Services
Injury Surveillance	Fuller, Doug	Department of Health and Human Services	IT Business Systems Analyst, Public Health
Crash	Grant, Bob	Nebraska Department of Transportation	Highway Safety Manager
Injury Surveillance	Illian, Celeste	Department of Health and Human Services	Health Surveillance Specialist
Driver/Vehicle	Johnson, Betty	Nebraska Department of Motor Vehicles	Motor Vehicles Titles & Registration Administrator
HSO	Kearns, Linda	NDOT - Highway Safety Office	Traffic Safety Specialist
Injury Surveillance	Khattak, Aemal	University of Nebraska - Lincoln	Professor and Associate Chair
Data User	Klosterboer, Laurie	Nebraska Safety Council	Executive Director
Data User	Koeppel, Eric	National Safety Council, Nebraska	President/CEO
HSO	Kovarik, Bill	NDOT - Highway Safety Office	Traffic Safety Specialist

Citation/Adjudication	Krolikowski, Gerry	Nebraska State Patrol	Captain
Driver/Vehicle	Kroll, Elishia	Nebraska Department of Motor Vehicles	Project Manager
Driver/Vehicle	Lackey, Ken	Nebraska Department of Motor Vehicles	Agency Legal Counsel
Citation/Adjudication	Leavitt, Lt. Jay	Omaha Police Department	Lieutenant
HSO	Letcher, Paul	NDOT - Highway Safety Office	Traffic Safety Specialist
EMS/Injury Surveillance	Medinger, Sue	Department of Health and Human Services	Administrator
Roadway	Mras, David	Federal Highway Administration	Safety/ITS Engineer
Injury Surveillance	Newmyer, Ashley	Department of Health and Human Services	Epidemiology Surveillance Coordinator
Statewide Trauma Registrar	Ngochoch, Andrew	Department of Health and Human Services	Student Intern, Public Health
Driver/Vehicle	O'Rourke, Sara	Nebraska Department of Motor Vehicles	Driver Licensing Services Administrator
Roadway	Osborn, Mark	Nebraska Department of Transportation	Engineer V, Materials & Research
Citation/Adjudication	Otte, Major Kyle	Nebraska State Patrol	Major
Crash	Owings, Sean	Nebraska Department of Transportation	IT Business Systems Analyst/Coordinator
Roadway	Podany, Diane	Federal Motor Carrier Safety Administration	State Program Manager
Injury Surveillance	Qu, Ming	Department of Health and Human Services	Administrator
HSO	Reynolds, Sim	NDOT - Highway Safety Office	Traffic Safety Specialist
Injury Surveillance	Safranek, Tom	Department of Health and Human Services	Medical Epidemiologist
Roadway	Schoenmaker, David	NDOT - Intermodal Planning	Transportation Planner III
Crash/Vehicle/Driver/Roadway	Sindelar, Trevor	Nebraska Department of Transportation	IT Business Systems Analyst
Citation/Adjudication	Smith, Shane	Nebraska Supreme Court - Court Services	IT Business Systems Analyst
Citation/Adjudication	Sokolik, Lt. John	Omaha Police Department	Lieutenant
Crash	Staley, Rick	Nebraska Department of Administrative Services	IT Application Developer/Sr
Citation/Adjudication	Stanczyk, Russ	Nebraska State Patrol	Major
HSO	Stinson, Becky	NDOT - Highway Safety Office	Traffic Safety Specialist
Roadway	Tyser, Dave	Nebraska Department of Transportation	IT Applications Developer
Driver/Vehicle	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	MV Financial Responsibility Division Manager
Citation/Adjudication	Vierk, Ed	Attorney General's Office	Assistant Attorney General - TSRP
Roadway	Waddle, Dan	Nebraska Department of Transportation	Engineer VII
Citation/Adjudication	Wagner, Sheriff Terry	Lancaster County Sheriff's Office	Sheriff
EMS/Injury Surveillance	Wilson, Tim	Department of Health and Human Services	Program Manager II
Driver/Vehicle	Wolfe, Lisa	Nebraska Department of Motor Vehicles	Administrative Assistant I
Administrator	Zwonechek, Fred	NDOT - Highway Safety Office	Administrator

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
2019 405c IPR Form for FY-19 CODES Linkage Final.pdf

FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Study Period Data.xlsx

Nebraska Traffic Records System Plan - 2015-2019.pdf

FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Baseline Data.xlsx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Pages 6-8 NHTSA Traffic Records Assessment: The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (NDOT-HSO) within the Nebraska Department of Transportation (NDOT) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment September 14, 2015 to January 5, 2016. The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be September 2020, which will provide a benchmark for progress on the recommendations from the 2016 assessment. Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (*in italics*).

Crash Records System - Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 4) NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system or other collection software database and into NDOT's database. Mike Fargen (see project 4) Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Sean Owings (see projects 5 and 7)*

Citation and Adjudication Records - Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS - Mike Fargen (see project 14). This project has not been implemented.* The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are actually filed, and not ones that the prosecutor declines to file, one can infer from a lack of a court case that the filing was declined. There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS). The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically, but may be manually entered into the court system. This could be a training or programming issue that could be corrected. Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field. Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. *NCJIS - Mike Fargen (see project 16).* DUI cases are not currently tracked. However, all of the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It actually would also be possible to identify cases based upon the filing offenses. Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Mike Fargen (see projects 11 and 12)*

Traffic Records Coordinating Committee (TRCC) - Develop basic quality metrics for each system component and report on them regularly. *HSO – Bill Kovarik (see project 18)* Develop a traffic records inventory. *HSO – Bill Kovarik (see project 17). The table has been created and coordination with data managers is in process.* Develop data governance for all data systems. *HSO – Bill Kovarik (see project 39)*

Driver Records - Record the adverse driver histories from previous states of record on non-commercial drivers as required for commercial driver records. *DMV – Kathy Van Brocklin and Sara O'Rourke (see project 20) The American Association of Motor Vehicle Administrators is currently developing the state-to-state system (S2S) that will facilitate the electronic transfer of information between participating states, Nebraska implemented S2S 10-17-2016. Implementation went smoothly and all errors and issues have been resolved. As new states join S2S, duplicate resolution is required, and Nebraska has resolved all issues with all states at this time. Full compliance will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.*

Vehicle Records - Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Kathy Van Brocklin, Sara O'Rourke and Betty Johnson (see projects 22, 23, and 26)*

Nebraska Injury Surveillance System (NISS) - Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Ashley Newmyer (see projects 27 - 31)*

Roadway Information - Allows access to roadway data for consumption and updates. *(project not implemented)* Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Mark Osborn (see project 37)*

Strategic Planning - Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2016 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Association of planned activity to an incentive:

Planned activity Unique Identifier	Project Name	Planned Activity Name	Primary Countermeasure Strategy	Status
M3DA-2019-01-00-00	E-Citations and Traffic Records Improvement			
		Implement electronic citation submission	Improves timeliness of a core highway safety database	Analyzing different strategies/possible use of TraCS and other systems.
		Develop a "Smart Map" Harmonized location referencing system	Improves accuracy of a core highway safety database	Testing new system.

		Create a Data Dictionary for all data systems.	Improves completeness of a core highway safety database	Include edit checks/validation rules, detailed text-based descriptions, and note which elements were captured through linkage.
		NIEM Guidelines	Improves integration of a core highway safety database	Update to adhere for data transfer to the courts.
		Citation Tracking	Improves completeness of a core highway safety database	Track citations from point of issuance to posting on the driver file. Planning courts system testing.
		Establish a linked DUI system (MIDRIS)	Improves completeness of a core highway safety database	Linked to the driver system electronically with Driver Data and sanctions included. Include all citations written.
		Develop Traffic Records Inventory	Improves accuracy of a core highway safety database	Table created, working with data managers to complete.
M3DA-2019-14-00-00	Nebraska Crash Outcome Data Evaluation System			
		Linkage	Improves integration of a core highway safety database	Linked with driver, vehicle, crash databases.
		Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data	Improves integration of a core highway safety database	Linked 2016 data. Reports are being created to make the data available.
M3DA-2019-15-00-00	EMS/E-Code Data Quality Project			
		Nebraska Emergency Medical Services Data Quality Improvement	Improves accuracy of a core highway safety database	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules.
		E-CODE Data Quality Improvement	Improves accuracy of a core highway safety database	2017 reports were completed and recommendations sent to all providers.
M3DA-2019-17-00-00	Nebraska Injury Surveillance Enhancement			
		Identify gaps in the current injury surveillance systems.	Improves accuracy of a core highway safety database	Analyzing current accuracy and completeness of each injury surveillance system.
		Track frequency, severity, & nature of injuries in MVC	Improves completeness of a core highway safety database	Create linkage for all injury surveillance systems.

M3DA-2019-16-00-00	Traffic Records Program Coordination /Training			
		Provide truly integrated data.	Improves integration of a core highway safety database	Integrate data from all six components
		Improve quality control and quality improvement programs.	Improves accuracy of a core highway safety database	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems
		Allow access to data	Improves accessibility of a core highway safety database	Allow access for consumption and updates to all traffic databases.
		Develop Data Governance	Improves accuracy of a core highway safety database	Overall management of the availability, usability, integrity, & security of the data

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

Driver's Electronic Crash Reporting System	Crash Records	Testing is complete. Planned launch mid-year 2018.
Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TrACS and other systems.
PAR XSD Reporting System Upgrade	Crash Records	Selecting vendor to build a new crash database.
Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/ Adjudication	Testing new system.
Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality
MMUCC Version 4.0 Compliant	Crash Records	Completed - MMUCC 5 Police Accident Report (PAR) was finalized
Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage
Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting
Data Dictionary	Citation/Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage
Improve the data quality control program for the citation/adjudication system	Citation/Adjudication	Implement performance measures and trend analysis to assess data quality
NIEM Guidelines	Citation/Adjudication	Update to adhere for data transfer to the courts
Citation Tracking	Citation/Adjudication	Track citations from point of issuance to posting on the driver file
Linkage	Citation/Adjudication	Linked with driver, vehicle, crash
Establish a linked DUI system (MIDRIS)	Driver & Citation/Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written
Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete
Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems
Completed a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding
Record adverse driving histories for non-commercial	Driver	AAMVA developing a state-to-state system
Nebraska Emergency Medical Services Data Quality Improvement	EMS/injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules

Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.
Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.
Create a data dictionary	EMS/Injury Surveillance	Definitions and elements
Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration and accessibility with goals
Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.
Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage
Collect all MIRE data	Roadway	Include a process for updating and adding data
Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality
Provide truly integrated data.	Data Use & Integration	Integrate data from all six components
Develop Data Governance	All Data Systems	Overall management of the availability, usability, integrity, & security of the data
Highway Safety Information System Database Rewrite	Crash Records	Planning and selection of new database system scheduled

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
TR-2019-30-00-00	Traffic Records	Traffic Records Metrics
TR-2019-31-00-00	Nebraska State Patrol - TRACS	Traffic Records Metrics
M3DA-2019-01-00-00	E-Citations and Traffic Records Improvement	Traffic Records Metrics
M3DA-2019-14-00-00	Nebraska Crash Outcome Data Evaluation System	Traffic Records Metrics
M3DA-2019-15-00-00	Nebraska EMS/E-code Data Quality Assessment and Improvement	Traffic Records Metrics
M3DA-2019-16-00-00	Traffic Records Coordination / Training	Highway Safety Office Program Management
M3DA-2019-17-00-00	Nebraska Injury Surveillance Enhancement	Traffic Records Metrics
F1906CMD-2019-01-00-00	Improving Data Collection Methods and Reporting	Review and Improve Racial Profiling Collection
F1906ER-2019-02-00-00	Review and Analysis of Collected Data	Review and Improve Racial Profiling Collection

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Pages 26-28

Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development
Crash report rejection/resubmission process	Crash Records	Define and implement process after new database in 2020.	Future planned development
Create a process flow	Driver	Create process flow (flow chart)	Future planned development
Create a data dictionary	Driver	Definitions and elements	Future planned development
Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development
Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	Future planned development
Create workflow documentation	Vehicle	Include NMVTIS	Future planned development
Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration and accessibility.	Future planned development
Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.	Statute Prohibits
Allow access to data	Roadway	Allow access for consumption and updates	Future planned development

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

The CODES system target from October 2017-present was to improve the percent of death certificate records linked to crash reports identifying a crash fatality above 85%. CODES data analyst, using linkage program LinkSolv, adjusted linkage variables and specifications to increase the percent of death records linked successfully to fatal crash records for data year 2016.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

2019 405c IPR Form for FY-19 CODES Linkage Final.pdf

FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Study Period Data.xlsx

Nebraska Traffic Records System Plan - 2015-2019.pdf

FY2019 Highway Safety Plan 2019 405c IPR Form for FY-19 CODES Linkage Final - Baseline Data.xlsx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 1/4/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Executive Summary

Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the Impaired Driving Strategic Plan (IDSP) is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documents ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. This Plan is provided to the National Highway Traffic Safety Administration (NHTSA) in response to the grant requirements of Title 23, Section 405(d).

About the Impaired Driving Task Force

The Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) under the authority of the designated Governor's Highway Safety Representative, established the Impaired Driving Task Force (IDTF). The Charter for the IDTF, which outlines the membership, duties, administration, and duration, is included in the Appendix.

The NDOT-HSO will manage the IDTF as a priority program. The strategies and targets developed by the IDTF will be tracked for progress along with all impaired driving projects by the NDOT-HSO.

The IDTF was initially convened in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy and non-profit groups whose missions include addressing impaired driving. The membership and their affiliations are also included in the Appendix.

Plan Approval

The Impaired Driving Task Force met on April 26, 2017 to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on May 8, 2017. The plan was updated on June 4, 2018.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 5/8/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Nebraska Impaired Driving Task Force Members

LAST NAME	FIRST	TITLE	AGENCY
Bietz	Jeanne	Community Health Educator	Nebraska Department of Health & Human Services
Bindle	Bailey	Leadership Council	Students Against Destructive Decisions
Cannon	Sherri	Regional Program Manager	National Highway Traffic Safety Administration
Christopherson	Christine	Administrator	Judicial Branch Education
Derrick	Barb	Sr Partner	Research Associates
Draper	Sara	Program Specialist	MADD Nebraska State Office
Faber	Renee	Program Manager	Nebraska Department of Health & Human Services
Falldorf	Robert	Chief of Police	Grand Island Police Department
Frazier	Andrea	State Program Manager	MADD Nebraska State Office
Hopkins	Megan	Project Manager	University of Nebraska-Lincoln
Illian	Celeste	Health Surviellance Specialist	Nebraska Department of Health & Human Services
Kearns	Linda	Traffic Safety Specialist	NDOT Highway Safety Office
Klosterboer	Laurie	Executive Director	Nebraska Safety Council
Konfrst	Brenda	Captain	Nebraska State Patrol
Kovarik	Bill	Traffic Safety Specialist	NDOT Highway Safety Office
Lackey	Ken	Attorney - Legal	Nebraska Department of Motor Vehicles
Laird	Celeste	Forensic Laboratory Manager	Nebraskas State Patrol - Crime Lab
Lindberg	Ryan	Deputy County Attorney	Douglas County Attorney's Office
Myers	Michael	Community Corrections Manager	Douglas County - Department of Corrections
O'Connor	Sheila	Vice President	Nebraska Trucking Association, Inc.
Otte	Kyle	Major	Nebraska State Patrol
Overman	Mark	Sheriff	Scotts Bluff County Sheriff's Office
Perry	Tim	Chief Deputy Probation Officer	Lancaster County Adult Probation
Stinson	Becky	Traffic Safety Specialist	NDOT Highway Safety Office

Tegeler	Phil	Executive Director	The Bridge Behavioral Health
Van Brocklin	Kathy	Motor Vehicles Financial Responsibility Manager	Nebraska Department of Motor Vehicles
Vierk	Ed	Assistant Attorney General	Nebraska Attorney General's Office
Wagner	Chris	Executive Director	Project Extra Mile
Wagner	Terry	Sheriff	Lancaster County Sheriff's Office
White	Rose	Public Affairs Director	AAA Nebraska
Zieg	Dan	Deputy County Attorney	Lancaster County Attorney's Office
Zwonechek	Fred	Administrator	NDOT Highway Safety Office

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	7-11
Criminal justice system:	13- 15
Communication program:	16
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	15
Program evaluation and data:	7, 4-6

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

Revised

Documents Uploaded
Nebraska Impaired Driving Plan FY2018 REVISED JUNE.pdf

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Nebraska Department of Motor Vehicles
State authority name/title:	Rhonda Lahm, Director

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
---------------------	---

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Adams	1101

Buffalo	1540
Dakota	544
Douglas	10662
Lancaster	6788
Madison	1255
Sarpy	5212

Enter the total number of registered motorcycles in State.

54141

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: NDOT-Highway Safety Office

State authority name/title: Fred E Zwonechek/Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	23.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	2.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
Douglas	116
Lancaster	76
Sarpy	21
Dodge	11
Hall	14
Lincoln	11
Platte	11
Washington	11

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 317

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Motorcycle Rider Training

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-01-00-00	Motorcycle Public Information and Education	Motorcycle Rider Training
M9MT-2019-02-00-00	Motorcycle Training Assistance	Motorcycle Rider Training

12 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Certification and Assurances - FY2019.pdf