

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

**IT HURTS WORSE  
THAN IT LOOKS.**  
**GET A RIDE.**  
A DUI costs more than you think.



**October 1, 2021 to September 30, 2022**

**Nebraska Department of Transportation  
Highway Safety Office**

P.O. Box 94612, Lincoln NE 68509

<http://dot.nebraska.gov/safety/hso/>

**STATE OF NEBRASKA**

**“Performance-Based”  
Strategic Traffic Safety Plan**

October 1, 2021 – September 30, 2022

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## 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 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, 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 Nebraska Department of Transportation (NDOT) serves as the designated Governor's Highway Safety Representative, while the HSO Administrator fulfills the role of the State's coordinator of the activity.

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

Two members of the HSO staff serve on the SHSP Interagency Safety Work Group that includes those that prepare the State's MCSAP and HSIP Plans. Many of the current critical strategies employed to address the problems identified in the HSIP are identical to the strategies contained in this HSP including fatalities, fatality rate and serious injuries. Nearly all of those involved in the SHSP development are also members of the ad hoc HSO Highway Safety Advocates group. The Nebraska Strategic Highway Safety Plan – 2017 – 2022 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 in February-May and a report issued on May 19, 2021. 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 incorporated many of the suggestions from the TRA. This has enhanced 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 2022 (FY2022) 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 FY2022, and additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

The HSP funding application will be used to address the following priority traffic safety issues under the Section 402 funding. 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, child passenger safety technician trainings (i.e., Update, recertification classes, new technician classes), 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 as well as paid and earned media in support of high-visibility enforcement efforts.
  - 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 (FY2022) 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. This document is on file at the HSO and available for review by NHTSA.

## Legislation

During the years 2015-2020, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- May 27, 2015 - Allow Pedal-Pub Vehicles permitted to have license to sell alcohol and passenger to consume
- August 28, 2015 - Create new Auto-Cycle Vehicle definition and public roadway use
- July 25, 2016 - Clarifies right of way when bicycles and pedestrians' cross roadways while using a path designed for pedestrians/bikes
- April 11, 2018 - Move Over law expanded to utility workers vehicles
- July 18, 2018 - Conditional operation of Autonomous Vehicles
- July 18, 2018 - Allows increasing speeds on non-state highway divided highway from 60 to 65 mph, also allows increasing speed limit on state divided expressways from 65 to 70 mph
- January 1, 2019 - Change age from "up to 6" to "up to 8" for children riding in a federally approved child safety seat and rear facing up to age 2.
- August 27, 2021 – Change reportable crash from \$1,000 to \$1,500
- July 1, 2021 – 24/7 Sobriety Program Act that will authorize a 24/7 program for the state of Nebraska
- June 1, 2021 – To-Go Alcohol that will allow permanent licenses for retailers to sell ready-to-drink cocktails and mixed alcoholic beverages.

## State Demographic Analysis

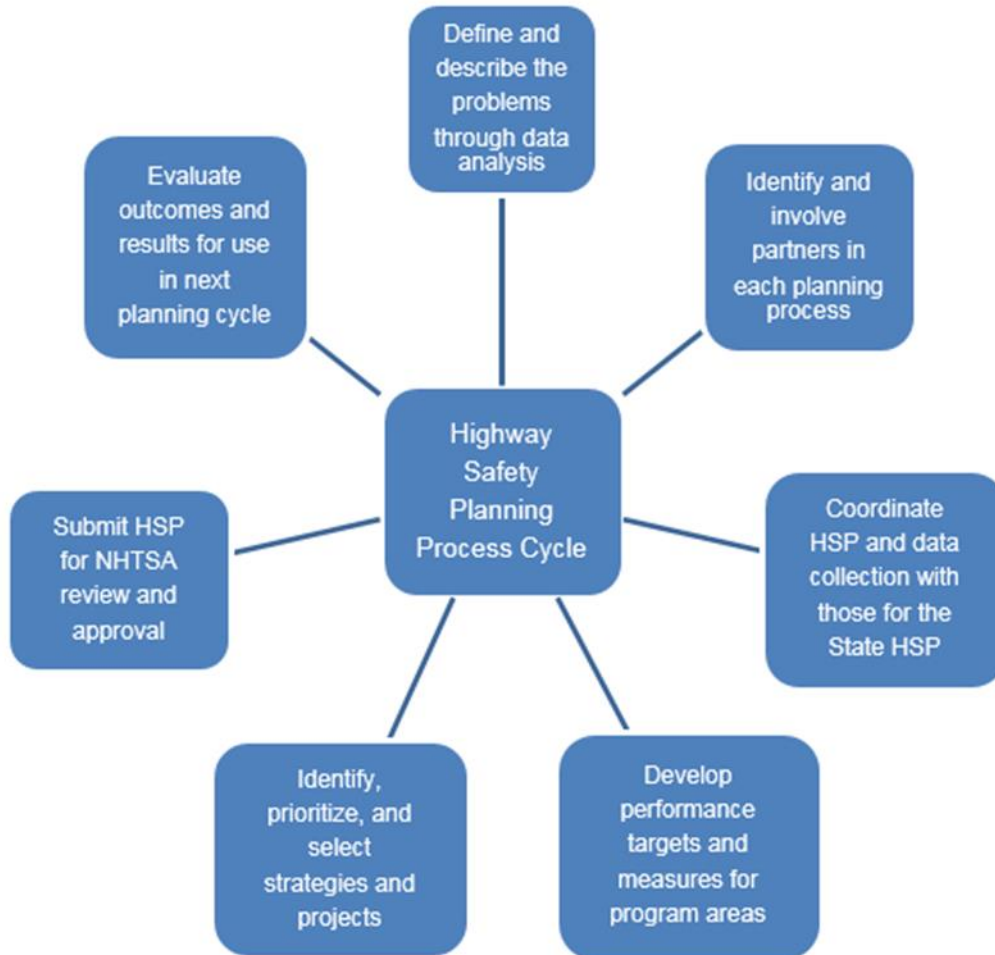
Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,961,504 on July 1, 2020, a 7.4 % increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary 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 88.1 percent of the population is white, 5.2 percent black and 11.4 percent Hispanic. According to the Census, 24.6 percent of the population is under 18 years of age, 59.2 percent is between the ages of 18 and 65 and more than 16.2 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2018, there were 1,470,810 licensed drivers and 2,399,518 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 weekly newspapers, broadcast media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

## Highway Safety Planning Process

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

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

### HSP Flowchart



### HSP Program Planning Calendar

<b>January – February</b>	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.
<b>March – April</b>	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
<b>May</b>	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO



	for formal review and rating.
<b>June</b>	Draft the HSP including the Sections 402, 405 and 1906 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP to NHTSA for review and approval.
<b>July</b>	Finalize contract negotiations and approvals. Respond promptly to any requests for additional information regarding HSP application from NHTSA.
<b>August – September</b>	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
<b>October</b>	Implement grants and contracts. Begin to collect information for the FY2021 Annual Report.

The program, project, and activity selection are 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.

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

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

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

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

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

## Highway Safety Partnerships

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

### **Federal, state and local government agencies:**

- Nebraska Supreme Court (Administrative Office of the Courts & Probation)
- Nebraska Department of Transportation
- Nebraska Department of Motor Vehicles
- Nebraska Department of Health and Human Services, Injury Prevention Program
- Federal Highway Administration
- Nebraska Liquor Control Commission
- Nebraska Attorney General
- University of Nebraska – Kearney - Nebraska Safety Center
- University of Nebraska - Omaha
- University of Nebraska – Lincoln
- Nebraska Commission on Law Enforcement and Criminal Justice
- National Highway Traffic Safety Administration
- Governors Highway Safety Association

### **Hospitals, local health departments, law enforcement, etc.**

- Nebraska Hospital Association
- Nebraska Nurses Association
- Nebraska Department of Education
- Nebraska State Patrol (NSP)
- Over 200 Sheriff's Offices and Police Departments
- Nebraska Game & Parks Enforcement Division
- Broadstone Memorial Hospital
- Bryan Health Independence Center Advisory Committee
- The Bridge Behavioral Health
- Mary Lanning Healthcare
- CHI St. Francis
- CHI Good Samaritan
- Four Corners Health Department
- Lincoln/Lancaster County Health Department
- Lincoln Fire and Rescue
- Panhandle Public Health District
- Three Rivers Health Department
- Sarpy/Cass Health Department
- St. Francis Memorial Healthcare
- Sarpy County Task Force
- Project Night Life, OPD

**Non-profit organizations:**

- Nebraska Mothers Against Drunk Driving
- Nebraska Brain Injury Alliance
- National Safety Council, Nebraska Chapter
- Nebraska Prevention Center for Alcohol and Drug Abuse
- Nebraska Safety Council, Inc.
- One World Community Health Centers, Inc.
- Keep Kids Alive, Drive 25
- Safe Kids Nebraska
- Bike Walk Nebraska

**Professional associations:**

- Nebraska County Attorney's Association
- Nebraska Trucking Association
- Nebraska State Troopers Association
- Nebraska Medical Association
- Nebraska Sheriff's Association
- Police Officers Association of Nebraska

The participating members of the Nebraska Advocates for Highway Safety are vital partners and collaborators in the problem identification and priority determination process. Among the other groups that contribute are:

- Agriculture Safety Council of Nebraska
- City of Omaha Prosecutor's Office
- Douglas County Attorney's Office
- DHHS CODES Data Management Team
- DHHS, Injury Prevention
- Drive Smart Nebraska Coalition
- Injury Prevention Planning Group
- AAA Nebraska
- Nebraska Motor Club Foundation
- Nebraska Collegiate Prevention Alliance
- 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
- Traffic Records Coordinating Committee

## 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 FY2022 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.

<b>NEBRASKA PRIORITY COUNTIES FOR FY2022</b>									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2019 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2019 Population**
Three	<b>ADAMS</b>	47	18.97	1.61	1.21	4.44	16.14	72.3%	31,363
Three	<b>BOX BUTTE</b>	24	24.48	3.06	2.04	11.22	20.40	70.3%	10,783
Three	<b>BUFFALO</b>	115	16.78	1.90	0.88	6.28	14.01	69.8%	49,659
One	<b>CASS</b>	66	13.64	0.83	1.45	4.96	12.20	69.4%	26,248
Three	<b>CEDAR</b>	25	17.91	1.43	0.00	7.16	16.48	52.9%	8,402
Three	<b>DAKOTA</b>	23	11.06	2.89	1.92	4.33	6.73	64.2%	20,026
Three	<b>DAWSON</b>	44	9.06	0.62	0.00	2.06	8.44	69.3%	23,595
One	<b>DODGE</b>	80	20.98	2.10	1.05	7.87	18.10	72.2%	36,565
Two	<b>DOUGLAS</b>	1163	24.88	3.59	1.50	7.55	19.87	67.5%	571,327
Three	<b>GAGE</b>	44	18.54	0.84	1.26	7.58	16.43	61.3%	21,513
Three	<b>HALL</b>	163	23.21	3.42	1.00	8.26	18.94	72.4%	61,353
Three	<b>HAMILTON</b>	25	7.86	0.31	1.57	2.20	6.29	61.2%	9,324
One	<b>LANCASTER</b>	691	26.68	3.01	1.16	9.61	22.58	86.9%	319,090
Three	<b>LINCOLN</b>	90	13.98	1.55	1.24	5.28	11.19	66.7%	34,914
One	<b>MADISON</b>	56	17.83	2.23	0.96	6.37	14.96	79.2%	494
One	<b>OTOE</b>	28	10.12	1.45	1.45	1.08	7.59	68.9%	16,012
One	<b>PLATTE</b>	59	17.24	1.75	0.88	6.72	14.61	83.6%	33,470
One/Two	<b>SARPY</b>	247	17.09	1.38	0.48	6.50	15.36	87.1%	187,196
One	<b>SAUNDERS</b>	39	14.59	1.12	2.99	4.49	10.85	66.1%	21,578
Three	<b>SCOTTS BLUFF</b>	85	27.54	3.56	0.65	10.37	23.33	66.9%	35,618
One	<b>SEWARD</b>	47	11.19	1.19	0.95	4.05	9.28	83.8%	17,284
One	<b>WASHINGTON</b>	39	17.64	2.71	1.36	6.33	13.57	65.5%	20,729
Three	<b>YORK</b>	39	10.47	1.07	0.54	2.68	8.86	69.4%	13,679
	<b>23 County Population</b>								<b>1,570,222</b>
	<b>Statewide</b>	<b>3,883</b>	<b>18.08</b>	<b>2.22</b>	<b>1.15</b>	<b>5.90</b>	<b>15.04</b>	<b>71.9%</b>	<b>1,934,408</b>
<b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>									
Data taken from 2019 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 2019 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2019 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population as of July 1, 2019. Revised 1-29-21									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2019 data is the most current data for the FY2022 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Geographical problem identification considerations will primarily concentrate on the selected 23 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### **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. Upon a review of the state's five year rolling averages of the annual fatality and crash data, representatives of the NDOT Highway Safety Office, other NDOT Engineering Sections responsible for the HSIP, and the state's MPO's, have discussed and determined agreeable, identical target rates for C-1 through C-3. The remaining targets are set by the HSO following the same projections.

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) performance measures were developed by NHTSA in collaboration with GHSA and others. The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to state highway safety plans and uses existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, states 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 program 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).

Traffic Safety Performance Trends and Targets								Projections	
	PERFORMANCE MEASURES		2016	2017	2018	2019	2020	2021	2022
C-1	<b>Traffic Fatalities*++</b>	<b>Annual</b>	218	228	230	248	233	244	249
	To decrease the increasing trend for traffic fatalities by 1 percent from 233 (5 year rolling average in 2016-2020) to 249 by December 31, 2022.	5-Year Rolling Average	222	226	229	234	231	237	241
C-2	<b>Serious Traffic Injuries++</b>	<b>Annual</b>	1,588	1,478	1,394	1,400	1,285	1,396	1,358
	To decrease serious traffic injuries by 5.0 percent from 1,429 (5 year rolling average in 2016-2020) to 1,358 by December 31, 2022.	5-Year Rolling Average	1,585	1,548	1,520	1,476	1,429	1,391	1,367
C-3	<b>Fatalities per VMT*++</b>	<b>Annual</b>	1.05	1.09	1.10	1.17	1.20	1.22	1.27
	To decrease the increasing trend for fatalities/100 VMT by 1 percent from 1.202 percent (5 year rolling average in 2016-2020) to 1.27 by December 31, 2022.	5-Year Rolling Average	1.12	1.12	1.12	1.13	1.12	1.15	1.19
C-4	<b>Unrestrained Passenger Vehicle Occupant Fatalities*+</b>	<b>Annual</b>	83	99	88	90	108	92	90
	To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 4.3 percent from 94 (5 year rolling average in 2016-2020) to 90, by December 31, 2022.	5-Year Rolling Average	101	100	97	96	94	96	94
C-5	<b>Alcohol-Impaired Driving Fatalities (BAC=.08.08+)*+</b>	<b>Annual</b>	61	67	68	58	72	64	65
	To decrease the increasing trend for alcohol-impaired driving fatalities by 1 percent from 65 (5 year rolling average in 2016-2020) to 65 by December 31, 2022.	5-Year Rolling Average	64	62	64	64	65	66	65
C-6	<b>Speeding-Related Fatalities*+</b>	<b>Annual</b>	36	37	29	49	39	36	36
	Reduce speeding-related fatalities by 5.3 percent from 38 (5 year rolling average in 2016-2020) to 36, by December 31, 2022.	5-Year Rolling Average	41	40	38	38	38	38	38
C-7	<b>Motorcyclist Fatalities*+</b>	<b>Annual</b>	20	27	23	25	34	27	28
	To decrease the increasing trend for motorcyclist fatalities by 1 percent from 26 (5 year rolling average in 2016-2020) to 28, by December 31, 2022.	5-Year Rolling Average	20	21	23	24	26	27	27
C-8	<b>Unhelmeted Motorcyclist Fatalities*</b>	<b>Annual</b>	3	0	2	1	7	3	3
	To decrease the increasing trend for unhelmeted motorcyclist fatalities by 1 percent from 3 (5 year rolling average in 2016-2020) to 3, by December 31, 2022.	5-Year Rolling Average	2	2	2	2	3	3	3
C-9	<b>Drivers Age 20 or Younger Involved in Fatal Crashes*</b>	<b>Annual</b>	26	35	40	33	38	34	34
	To reduce drivers age 20 and younger involved in fatal crashes by .9 percent from 34 (5 year rolling average in 2016-2020) to 34, by December 31, 2022.	5-Year Rolling Average	35	35	35	35	34	36	36
C-10	<b>Pedestrian Fatalities*+</b>	<b>Annual</b>	12	20	24	21	19	21	23
	To decrease the increasing trend of pedestrian fatalities by 1.0 percent from 19 (5 year rolling average in 2016-2020) to 23, by December 31, 2022.	5-Year Rolling Average	14	15	17	19	19	21	22

<b>C-11</b>	<b>Bicyclist Fatalities*+</b> To reduce bicyclist fatalities by 6.7 percent from 1 (5 year rolling average in 2016-2020) to 1, by December 31, 2022.	<b>Annual</b>	1	3	0	1	1	2	1
		5-Year Rolling Average	1	2	2	2	1	1	1
<b>CORE BEHAVIOR MEASURE</b>									
<b>B-1</b>	<b>Seat Belt Use***</b> To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.4 percentage points from 80.6 percent (5 year rolling average in 2016-2020) to 85.0 percent by December 31, 2022.	<b>Annual</b>	83.3%	85.9%	85.5%	79.7%	80.6%	84.2%	85.0%
<b>ACTIVITY PERFORMANCE MEASURES</b>									
<b>A-1</b>	<b>Seat Belt Citations</b>	<b>Annual</b>	1,837	1,852	1,422	1,098	519	N/A	N/A
<b>A-2</b>	<b>Alcohol/Impaired Driving Arrests</b>	<b>Annual</b>	1,183	1,099	1,097	1,182	1,236	N/A	N/A
<b>A-3</b>	<b>Speeding Citations</b>	<b>Annual</b>	22,788	13,967	11,278	9,620	7,091	N/A	N/A
<b>FATAL, A AND B INJURY CRASH TARGETS</b>									
	<b>Fatal, A and B Crashes***+</b> To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,986 (2016-2020 rolling average) to 4,918, by December 31, 2022.	<b>Annual</b>	5,297	5,011	4,928	4,861	4,383	4,911	4,918
		5-Year Rolling Average	4,904	4,923	4,966	5,009	4,896	4,819	4,800
	<b>Alcohol-Impaired Fatal, A and B Crashes**</b> Reduce alcohol-impaired fatal, A and B crashes by 5.4 percent from 520 (2016-2020 rolling average) to 492, by December 31, 2022.	<b>Annual</b>	579	553	529	470	469	507	492
		5-Year Rolling Average	585	565	561	540	520	506	493
	<b>Speed-Related Fatal, A and B Crashes**</b> Reduce speed-related fatal, A and B crashes by 5.4 percent from 280 (2016-2020 rolling average) to 265, by December 31, 2022.	<b>Annual</b>	282	231	317	300	269	270	265
		5-Year Rolling Average	299	287	284	276	280	277	284
	<b>Youth-involved Fatal, A and B Crashes**</b> Reduce youth-involved fatal, A and B crashes by .4 percent from 1,313 (2016-2020 rolling average) to 1,308, by December 31, 2022.	<b>Annual</b>	1,464	1,349	1,296	1,259	1,198	1,315	1,308
		5-Year Rolling Average	1,351	1,340	1,340	1,342	1,313	1,283	1,275
	<b>All Other Factors, Fatal, A and B Crashes***+</b> To decrease the increasing trend of all other fatal, A and B crashes by 1 percent from 4,190 (2016-2020 rolling average) to 4,327, by December 31, 2022.	<b>Annual</b>	4,418	4,227	4,082	4,091	3,645	4,137	4,165
		5-Year Rolling Average	4,017	4,068	4,118	4,190	4,093	4,036	4,024
	<b>Distracted Driver, Fatal, A and B Crashes***+</b> To decrease the increasing trend of distracted driver fatal, A and B crashes by 1.0 percent from 863 (5 year rolling average in 2016-2020) to 892, by December 31, 2022.	<b>Annual</b>	982	894	874	842	725	885	892
		5-Year Rolling Average	844	864	889	898	863	844	844
	<b>Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes***+</b> Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 12.2 percent from 49 (5 year rolling average in 2016-2020) to 43, by December 31, 2022.	<b>Annual</b>	49	39	44	49	66	45	43
		5-Year Rolling Average	58	55	50	49	49	49	50

Source: \*FARS (2020 have been submitted), \*\*Nebraska State Crash Data, \*\*\*Nebraska Safety Belt Use Report

^ Annual Targets are based on 5-year Rolling average trend projections for 2016 to 2022.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2020-2022. In order to stop the trend, a one percent decrease was applied to each year's projection.

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

++ 2022 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



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

Performance Measure Identifier		Year					Projection	
		2016	2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities++	218	228	230	248	233	244	249
C-2	Serious Traffic Injuries^	1588	1478	1394	1400	1285	1396	1358
C-3	Fatalities Per 100 million VMT++	1.05	1.09	1.10	1.17	1.20	1.22	1.27
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	83	99	88	90	108	92	90
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)**+*	61	67	68	58	72	65	66
C-6	Speeding-Related Fatalities	36	37	29	49	39	36	36
C-7	Motorcyclist Fatalities+	20	27	23	25	34	25	26
C-8	Unhelmeted Motorcyclist Fatalities	3	0	2	1	7	2	3
C-9	Drivers Age 20 and Younger in Fatal Crashes	26	35	40	33	38	34	34
C-10	Pedestrian Fatalities+	12	20	24	21	19	21	23
C-11	Bicyclist and Other Cyclist Fatalities	1	3	0	1	1	2	2
B-1	Observed Seat Belt Use~	83.3%	85.9%	85.5%	79.7%	80.6%	84.2%	85.0%
<p>~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS)                      +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2020-2022. In order to stop the trend, a one percent reduction was applied to each year. 2020 actual data has been used when available.                      ++ 2022 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.                      *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p>								
Activity Performance Measures~		2016	2017	2018	2019	2020	2021	2022
A-1	Grant Funded Enforcement Activities (FY)	1,837	1,852	1,422	1,098	519	N/A	N/A
A-2	Grant-Funded Enforcement Activities (FY)	1,183	1,099	1,097	1,182	1,236	N/A	N/A
A-3	Grant-Funded Enforcement Activities (FY)	22,788	13,967	11,278	9,620	7,091	N/A	N/A
~Source: NDOT-HSO - Annual Grant Reports								
Fatal, A and B Injury Crash Targets		2016	2017	2018	2019	2020	2021	2022
Fatal, A and B Injury Crashes		5,297	5,011	4,928	4,861	4,383	4,911	4,918
Alcohol-Impaired Fatal, A and B Injury Crashes		579	553	529	470	469	507	492
Speed-Related Fatal, A and B Injury Crashes		282	231	317	300	269	270	265
Youth-Involved Fatal, A and B Injury Crashes		1,464	1,349	1,296	1,259	1,198	1,315	1,308
All Other Factors - Fatal, A and B Injury Crashes		4,418	4,227	4,082	4,091	3,645	4,137	4,165
**Distracted Driver Fatal, A and B Injury Crashes		982	894	874	842	725	885	892
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes		49	39	44	49	66	45	43
<p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOT                      **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>								

## GHSA/NHTSA Recommended/Optional Performance Report Chart 2022 Highway Safety Plan

Performance Measure:	2022 HSP				
	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2017-2021	241	2020 FARS* 233	In-Progress, narrative in HSP.
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	1,408	2020 FARS* 1,285	In-Progress, narrative in HSP.
C-3) Fatalities/VMT	5 year	2017-2021	1.13	2020 FARS* 1.2	In-Progress, narrative in HSP.
Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	101	2020 FARS* 108	In-Progress, narrative in HSP.
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	69	2020 FARS* 72	In-Progress, narrative in HSP.
C-6) Speeding-Related Fatalities	Annual	2021	37	2020 FARS* 39	In-Progress, narrative in HSP.
C-7) Motorcyclist Fatalities	Annual	2021	25	2020 FARS* 34	In-Progress, narrative in HSP.
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	3	2020 FARS* 7	In-Progress, narrative in HSP.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 year	2019-2021	35	2020 FARS* 38	In-Progress, narrative in HSP.
C-10) Pedestrian Fatalities	5 year	2017-2021	21	2020 FARS 19	In-Progress, narrative in HSP.
C-11) Bicyclist Fatalities	5 year	2017-2021	3	2020 FARS* 1	In-Progress, narrative in HSP.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	83.8	2020 State Survey 80.6	In-Progress, narrative in HSP.

\* All 2020 FARS numbers have been submitted but are not on FARS website to date.

## 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 (FY2022) funding period.

## Performance Target Selections

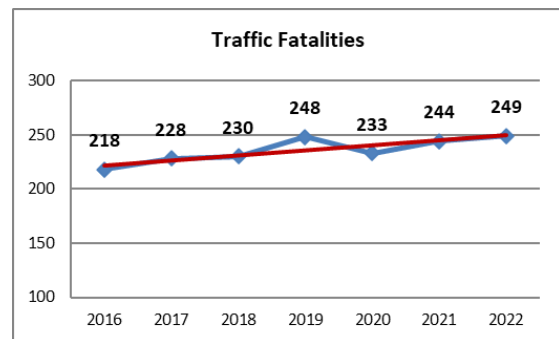
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National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

## Performance Target Justification

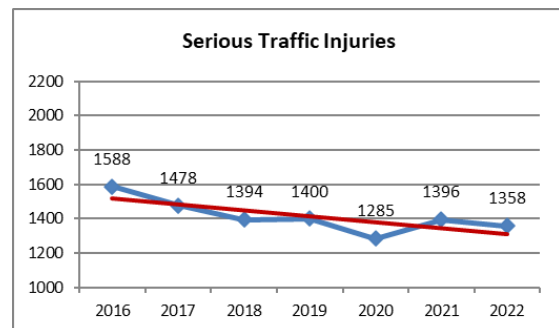
### C-1 Number of traffic fatalities (FARS)

To decrease the increasing trend for traffic fatalities by 1 percent from 233 (5 year rolling average in 2016-2020) to 249 by December 31, 2022.



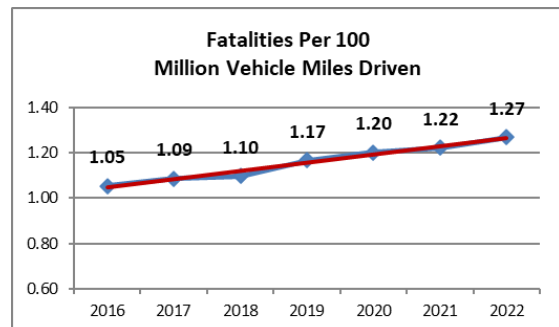
### C-2 Number of serious injuries in traffic crashes (State crash data files)

To decrease serious traffic injuries by 5.0 percent from 1,429 (5 year rolling average in 2016-2020) to 1,358 by December 31, 2022.



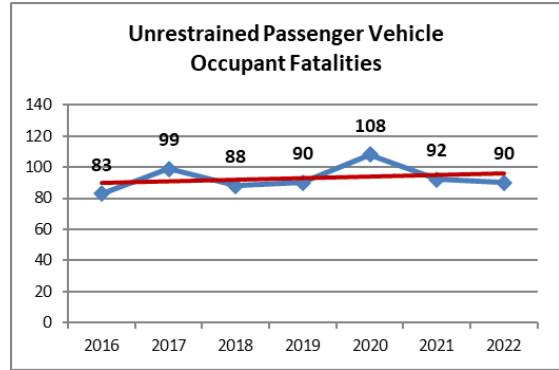
### C-3 Fatalities/VMT (FARS, FHWA)

To decrease the increasing trend for fatalities/100 VMT by 1 percent from 1.202 percent (5 year rolling average in 2016-2020) to 1.27 by December 31, 2022.



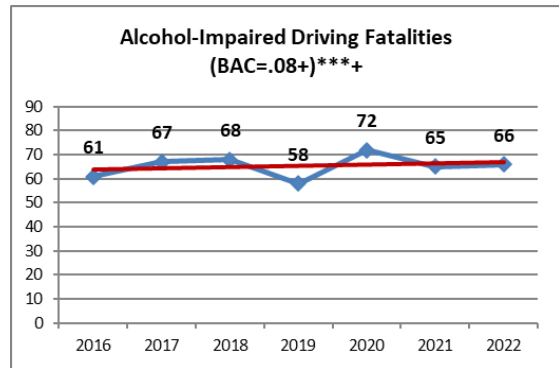
**C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 4.3 percent from 94 (5 year rolling average in 2016-2020) to 90, by December 31, 2022.



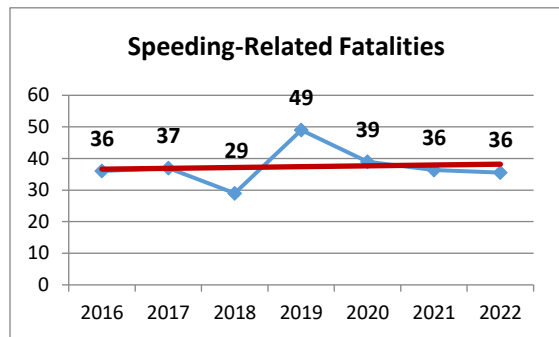
**C-5 Alcohol-Impaired Driving Fatalities (FARS)**

To decrease the increasing trend for alcohol-impaired driving fatalities by 1 percent from 65 (5 year rolling average in 2016-2020) to 65 by December 31, 2022.



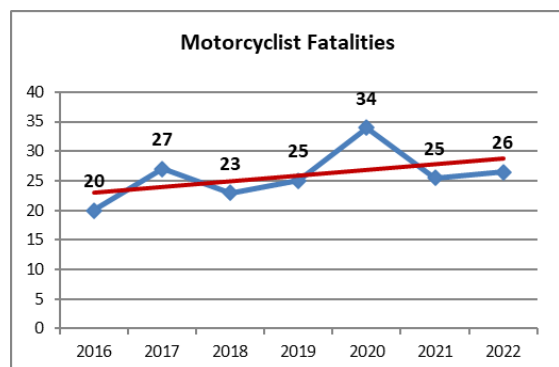
**C-6 Number of speeding-related fatalities (FARS)**

Reduce speeding-related fatalities by 5.3 percent from 38 (5 year rolling average in 2016-2020) to 36, by December 31, 2022.



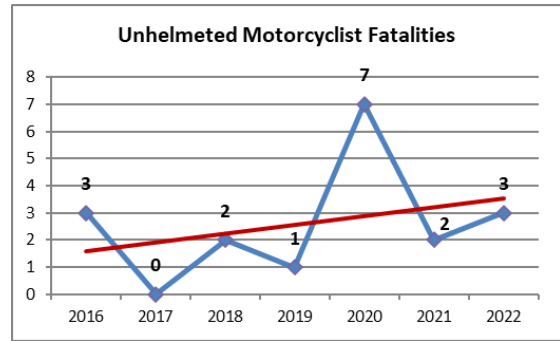
**C-7 Number of motorcyclist fatalities (FARS)**

To decrease the increasing trend for motorcyclist fatalities by 1 percent from 26 (5 year rolling average in 2016-2020) to 28, by December 31, 2022.



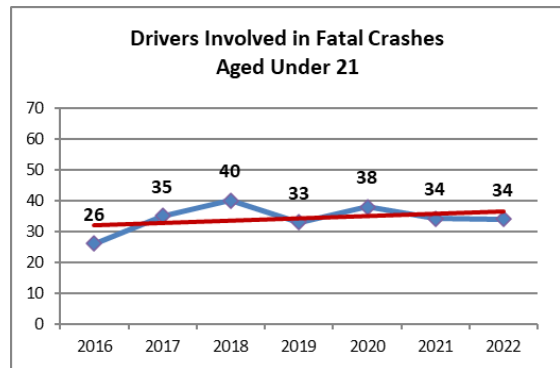
**C-8 Number of unhelmeted motorcyclist fatalities (FARS)**

To decrease the increasing trend for unhelmeted motorcyclist fatalities by 1 percent from 3 (5 year rolling average in 2016-2020) to 3, by December 31, 2022.



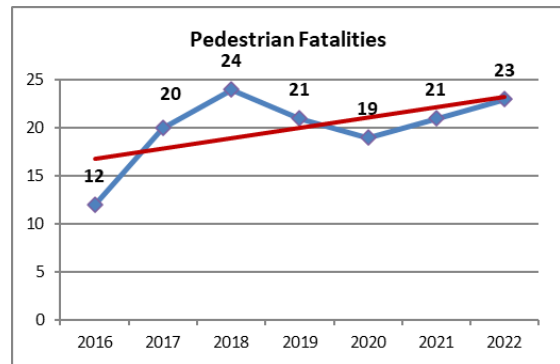
**C-9 Number of drivers age 20 or younger involved in fatal crashes (FARS)**

To reduce drivers age 20 and younger involved in fatal crashes by .9 percent from 34 (5 year rolling average in 2016-2020) to 34, by December 31, 2022.



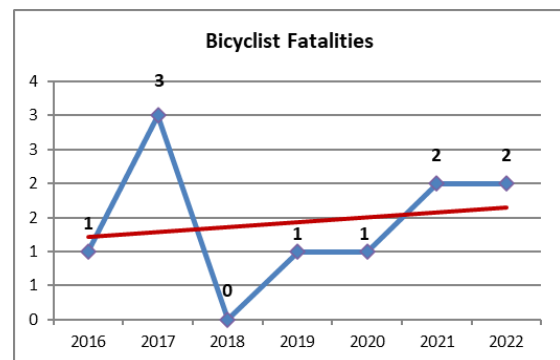
**C-10 Number of pedestrian fatalities (FARS)**

To decrease the increasing trend of pedestrian fatalities by 1.0 percent from 19 (5 year rolling average in 2016-2020) to 23, by December 31, 2022.



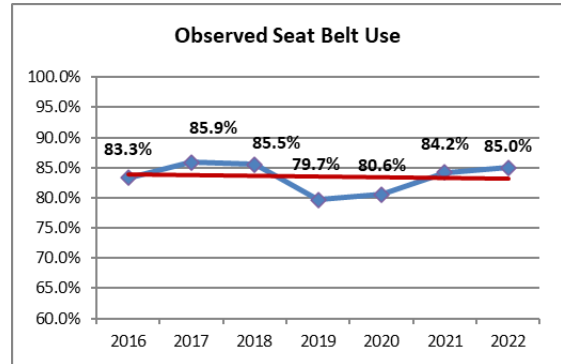
**C-11 Number of bicyclist fatalities (FARS)**

To reduce bicyclist fatalities by 6.7 percent from 1 (5 year rolling average in 2016-2020) to 1, by December 31, 2022.



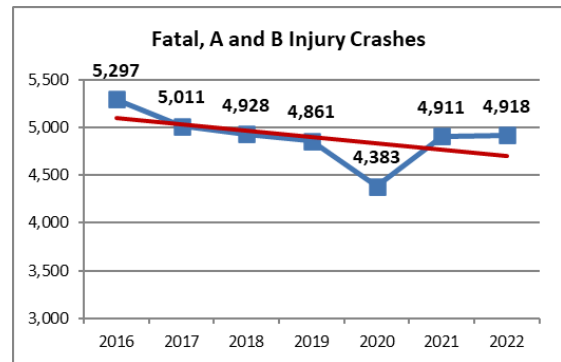
**B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.4 percentage points from 80.6 percent (5 year rolling average in 2016-2020) to 85.0 percent by December 31, 2022.



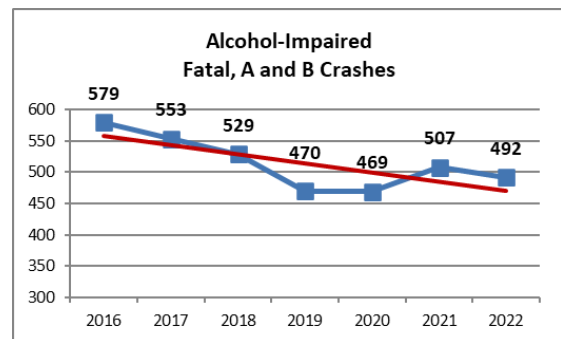
**HSO – Target: Fatal, A and B Crashes (State Crash Data)**

To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,986 (2016-2020 rolling average) to 4,918, by December 31, 2022.



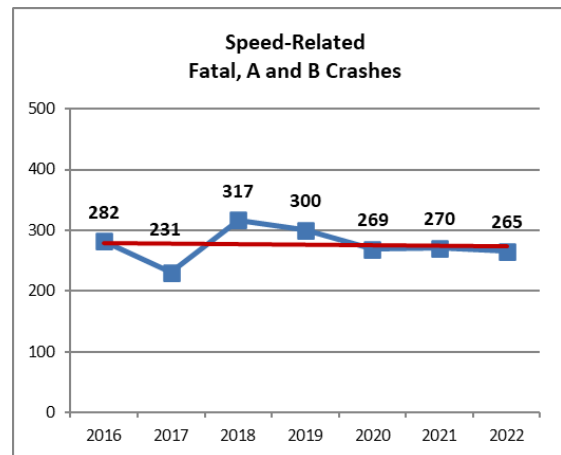
**HSO – Target: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)**

Reduce alcohol-impaired fatal, A and B crashes by 5.4 percent from 520 (2016-2020 rolling average) to 492, by December 31, 2022.



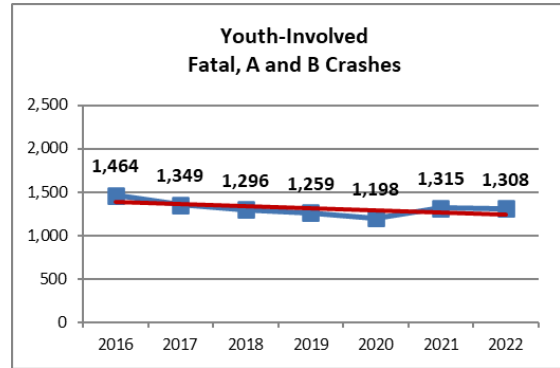
**HSO – Target: Speed-Related Fatal, A and B Crashes (State Crash Data)**

Reduce speed-related fatal, A and B crashes by 5.4 percent from 280 (2016-2020 rolling average) to 265, by December 31, 2022.



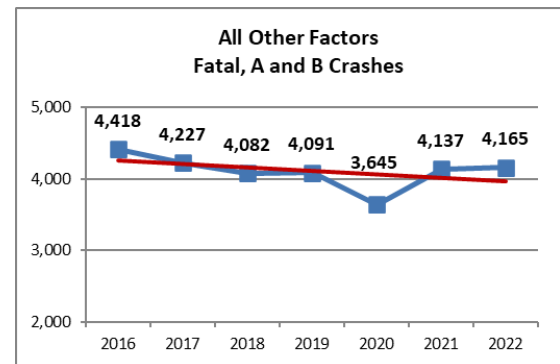
**HSO – Target: Youth-Involved Fatal, A and B Crashes (State Crash Data)**

Reduce youth-involved fatal, A and B crashes by .4 percent from 1,313 (2016-2020 rolling average) to 1,308, by December 31, 2022.



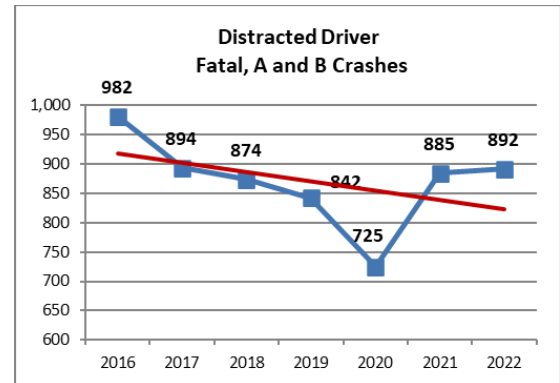
**HSO – Target: All Other Factors, Fatal, A and B Crashes (State Crash Data)**

To decrease the increasing trend of all other fatal, A and B crashes by 1 percent from 4,190 (2016-2020 rolling average) to 4,327, by December 31, 2022.



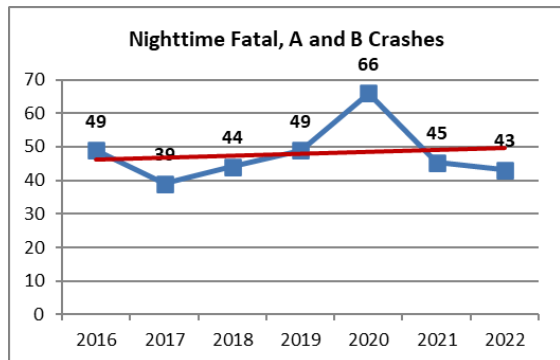
**HSO – Target: Distracted Driver, Fatal, A and B Crashes (State Crash Data) \***

To decrease the increasing trend of distracted driver fatal, A and B crashes by 1.0 percent from 863 (5 year rolling average in 2016-2020) to 892, by December 31, 2022.



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

Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 12.2 percent from 49 (5 year rolling average in 2016-2020) to 43, by December 31, 2022.



## Program Areas

### Program Area: Communications (Media)

#### **Paid Media**

In FY2022, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (Click It or Ticket); 2) Impaired Driving (Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over.); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (U Drive. U Text. U Pay.); 5) Motorcycle Safety (Share the Road); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national occupant protection and impaired driving High Visibility Enforcement Mobilizations such as Click It or Ticket and Drive Sober or Get Pulled Over. These High Visibility Enforcements are held year-round beginning with Thanksgiving Holiday through the New Year, then the Spring Season and Fall Season after Independence Day. Other Enforcements such as Special Underage Drinking campaigns are conducted around the prom and graduation season.

#### **Public Information and Education Materials**

In FY2022, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form are available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

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

The 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 FY2022, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

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

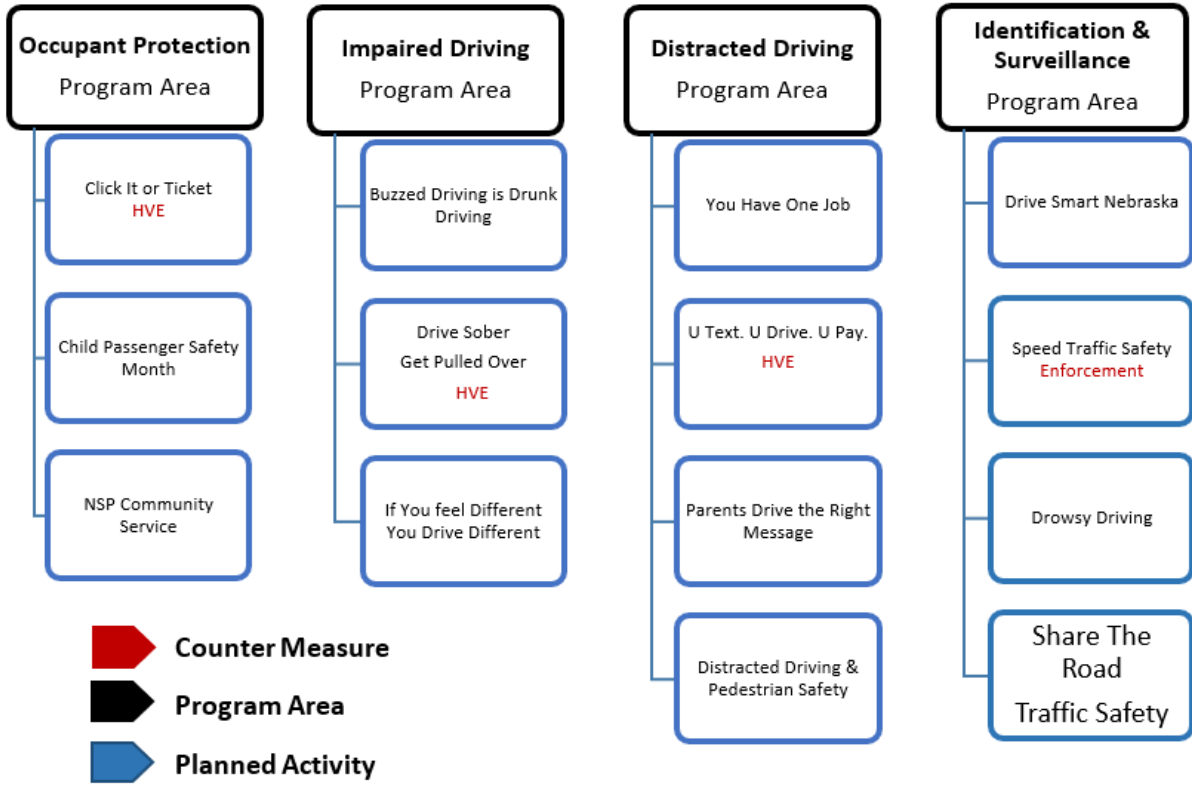
The HSO encourages grantees and other traffic safety partners to include traffic safety-related data in their own news notes, newsletters and electronic media platforms in an effort to generate local media (print and electronic) interest in developing a news story item.

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

## **Social Media**

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2022.

# Communication Campaign



## Sustain Statewide Enforcement Operations

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations. Priority is given to the FY2022-23 Priority Counties (see page 8) with the highest number of fatal and serious injury crashes following Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

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

The HSO provides the Nebraska State Patrol (NSP) with grant funding assistance in project 405B-22-13 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.

### Planned Activities

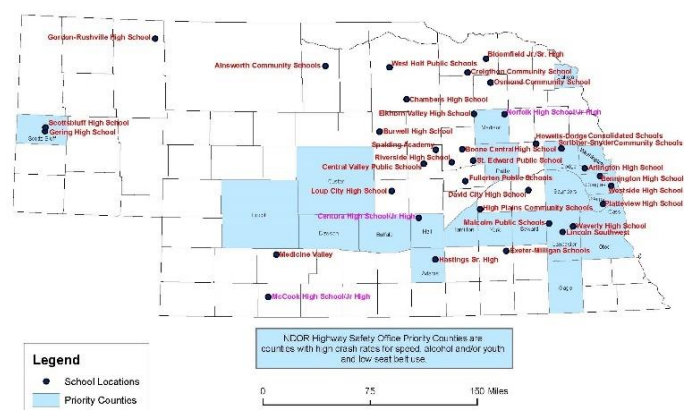
#### Planned Activity: Youth Public Information & Education

Planned activity number: IS-2022-19-00-00

#### Planned Activity Description

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

Nebraska School Locations of Teens in the Driver Seat



Updated 1/2020

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

#### Planned Activity: Traffic Safety Public Information & Education

Planned activity number: IS-2022-24-00-00

#### Planned Activity Description

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

HSO will utilize an experienced traffic safety firm to conduct a scientific and statistically valid statewide public assessment of Nebraska drivers’ attitudes and behaviors. The assessment will occur every three years (FY 22).

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$110,000.00	\$27,500.00	\$99,000.00

**Planned Activity: Motorcycle Public Information and Education**

Planned activity number: M9MA-2022-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$35,000.00	\$8,750.00	\$0.00

**Planned Activity: Alcohol Public Information & Education**

Planned activity number: AL-2022-10-00-00 and M5IS-2022-06-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00	\$25,000.00	\$80,000.00
FAST Act NHTSA 405D	Impaired Driving	\$1,565,000.00	\$391,250.00	\$0

**Planned Activity: Occupant Protection Public Information and Education**

Planned activity number: OP-2022-04-00-00 and M2PE-2022-10-00-00

**Planned Activity Description**

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

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organizations that support occupant protection at the community level and to organizations that can reach a diverse audience in our Priority Counties. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 63% (45). The urban traffic crashes accounted for 37% (26) of the unbelted vehicle occupant fatalities. The HSO communication campaign will support CPS Month in September and seat check Saturday, September 2022.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$550,000.00	\$137,500.00	\$165,000.00
FAST Act 405b OP Low	405b Low Public Education (FAST)	\$195,000.00	\$48,750.00	\$0.00

**Planned Activity: Distracted Driving Public Information & Education**

Planned activity number: DD-2022-13-00-00

**Planned Activity Description**

This project provides funds to the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, with a focus on youth 15 to 24 years of age. This project will provide funds to the HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. The HSO will assist local organizations with mini-grant agreements to increase public awareness in the 23 priority counties (see page 8).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Distracted Driving (FAST)	\$110,000.00	\$27,500.00	\$44,000.00

**Planned Activity: Drowsy Driving Public Information & Education**

Planned activity number: IS-2022-29-00-00

Planned Activity Description

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

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

**Planned Activity: Speed Public Information & Education**

Planned activity number: SC-2022-35-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media), local agency/organization using the mini-grant agreement process, and special education related equipment purchases. HSO will focus on the 23 priority counties see page 8) and males 18-34.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Control (FAST)	\$40,000.00	\$10,000.00	\$10,000.00

**Planned Activity: Older Driver Public Information & Education**

Planned activity number: IS-2022-44-00-00

Planned Activity Description

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

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$40,000.00	\$10,000.00	\$20,000.00

### Program Area: Planning and Administration

#### Planned Activity: Planning and Administration

Planned activity number: PA-2022-01-00-00

#### Planned Activity Description

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

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

**Planned Activity: Traffic Safety Program Coordination**

Planned activity number: IS-2022-23-00-00

Planned Activity Description

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

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

**Planned Activity: Occupant Protection Program Coordination**

Planned activity number: OP-2022-03-00-00

Planned Activity Description

The HSO Federal Aid Administrator II, Simera Reynolds, serves as the State’s Occupant Protection Coordinator. The HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2022 HSP, a multi-year strategic plan based upon Nebraska data has been developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use. This project provides the HSO with funding for the coordination of the occupant protection projects, along with technical assistance of occupant restraint activities to help increase occupant restraint usage. This project provides technical assistance with ongoing public information and education activities, supporting national campaigns, and providing additional support to the activities of the HSO. This project provides funding for HSO associated Federal Aid Administrators’ staff basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

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

**Planned Activity: Youth Program Coordination**

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

Planned Activity Description



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

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

**Planned Activity: Alcohol Program Coordination**

Planned activity number: AL-2022-09-00-00

**Planned Activity Description**

This grant provides funds to the HSO for basic time allocated Federal Aid Administrator’s staff costs, including personal services, travel expenses, and office expenses to coordinate, monitor, and audit program grant activity.

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

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

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

**405(d) Impaired driving countermeasures grant**

Impaired driving qualification:.....Mid-Range State

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

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.

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

Planned activity number: M50T-2022-12-00-00

Planned Activity Description

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

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

**Planned Activity: Felony Motor Vehicle Prosecution Unit**

Planned activity number: AL-2022-08-00-00

Planned Activity Description

Douglas County represented approximately 31.5 percent of all fatal, A and B injury crashes in 2019. Alcohol continues to play a significant factor in driving offenses in Douglas County in 2019 with 39.2 percent of the State’s alcohol-related injury crashes. The HSO provides funding to the Douglas County Attorney’s Office to carry out activities of the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The FMVPU has a target to increase the felony DUI conviction rate by 2 percentage points from 77% (2019- 2020) to 79% by September 30, 2022. The FMVPU also provides ongoing training to law enforcement, meets with non-

profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

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

**Planned Activity: Alcohol Selective Overtime Enforcement**

Planned activity number: AL-2022-12-00-00 and 405D-21-05

Planned Activity Description

Funding is for the state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement, which includes but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving crackdowns. Law enforcement agencies shall identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preferred status for the priority counties (see page 8) 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.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$245,000.00	\$61,250.00	\$224,000.00
FAST Act NHTSA 405D	Impaired Driving	\$550,000.00	\$137,500.00	\$0

**Planned Activity: Court Monitoring Evaluation and Education Project**

Planned activity number: AL-2022-17-00-00

Planned Activity Description

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 6 priority counties (Buffalo, Douglas, Hall, Lancaster, Sarpy and Washington) identified by the HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will pilot a youth leadership team to enhance engagement at the local level and address underage drinking prevention programs in two target counties. Community information gathered through the court-monitoring program is used to advocate for change and raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutors, county commissioners, city council

members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education, victim service and outreach.

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

**Planned Activity: Underaged Drinking Prevention Project – Project Extra Mile**

Planned activity number: AL-2022-18-00-00

Planned Activity Description

The objective of this project is to prevent and reduce alcohol-related harms through environmental prevention evidence-based strategies, ultimately addressing community policies, practices and norms. Project Extra Mile (PEM) provides information on the problems associated with 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 equitably for all Nebraskans.

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

**Planned Activity: Enforcing Underage Drinking Laws**

Planned activity number: AL-2022-22-00-00

Planned Activity Description

This grant provides funding to the HSO to use the mini-grant contract agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders may also coincide with state and national impaired driving high visibility enforcement mobilizations. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 23 target counties; however, all counties may be provided funding as deemed appropriate.

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

**Planned Activity: Traffic Training**

Planned activity number: AL-2022-25-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$35,000.00	\$8,750.00	\$29,750.00

**Planned Activity: Prosecutorial Response to DUI Crime**

Planned activity number: AL-2022-39-00-00

Planned Activity Description

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

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

**Planned Activity: Project Night Life Expansion**

Planned activity number: AL-2022-40-00-00

Planned Activity Description

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

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

**Planned Activity: Judicial Prosecution Training**

Planned activity number: AL-2022-41-00-00

Planned Activity Description

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

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

**Planned Activity: DRE/ARIDE Training and Recertification**

Planned activity number: FDMATR-2022-04-00-00

Planned Activity Description

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

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

**Planned Activity: NE State Patrol Toxicology Services**

Planned activity number: M5OT-2022-11-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 405D	Impaired Driving	\$85,300.00	\$21,235.00	\$0.00

**Planned Activity: Special Enforcement Mini-Grants**

Planned activity number: M5X-2022-07-00-00

**Planned Activity Description**

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

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

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

**Nebraska Occupant Protection Plan**

**How Significant is the Problem?**

On Nebraska roadways, there were 623 unbelted vehicle occupant fatalities during 2015-2019, which is an average of 125 fatalities per year. This accounts for 55% of all traffic fatalities during the five-year period and approximately 68% of all vehicle occupant fatalities.

During 2015-2020, reported safety belt usage in Nebraska had a range of 79.6% in 2015, 83.3% in 2016, 85.9% in 2017, 85.5% in 2018, 79.7% in 2019, and 80.6% in 2020.

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

Of those observed in safety seat/ booster seats, 95% were in the rear seat of the vehicles observed and 5% were in the front seat. Of the small number of children not in safety seat/booster seats, 16.7% were in front seats; 2.4% in rural counties were not in safety seat/booster seats and 2.7% in urban counties.

### What is the Nebraska Target?

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 4.2 percent from 96 (5 year rolling average in 2015-2019) to 92, by December 31, 2022.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.4 percentage points from 80.6 percent (5 year rolling average in 2016-2020) to 85.0 percent by December 31, 2022.

### Countermeasure Strategy

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

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

### Conditions and Factors:

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 63% (45). The urban traffic crashes accounted for 37% (26) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 55 fatalities reported in 2017 and 94% (47) were unbelted vehicle occupant fatalities.

### Location: Nighttime Injuries (A)

Age Group	Killed	Used	Not Used
<15	8	7	1
15-19	48	17	31
20-24	64	15	49
25-34	67	20	47
35-44	55	29	26
45-54	43	20	23
55-64	28	15	13
65-74	18	10	8
>75	6	3	3
<b>Total</b>	<b>337</b>	<b>136</b>	<b>201 (59.6%)</b>

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019



**Location: Nighttime Fatal**

Age Group	Killed	Used	Not Used
<15	1	1	0
15-19	8	1	7
20-24	10	1	9
25-34	18	3	15
35-44	3	2	1
45-54	11	1	10
55-64	8	5	3
65-74	3	0	3
>75	2	2	0
<b>Total</b>	<b>64</b>	<b>16</b>	<b>48 (75%)</b>

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

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

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	6	0	6
20-24	5	1	4
25-34	11	3	8
35-44	2	2	0
45-54	10	1	9
55-64	7	5	2
65-74	3	0	3
>75	2	2	0
<b>Total</b>	<b>46</b>	<b>14</b>	<b>32 (69.5%)</b>

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

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

Age Group	Killed	Used	Not Used
<15	1	1	0
15-19	2	1	1
20-24	5	0	5
25-34	7	0	7
35-44	1	0	1
45-54	1	0	1
55-64	1	0	1
65-74	0	0	0
>75	0	0	0
<b>Total</b>	<b>18</b>	<b>2</b>	<b>16 (88.9%)</b>

\*Unknown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2019

There were 71 nighttime fatalities (6 PM – 6 AM) and 45 (63%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2020 data source.

Rural nighttime fatalities show that 45 individuals were killed and 39 (86%) were unrestrained.

Urban nighttime fatalities indicate that there were 26 individuals killed and 22 (85%) were unrestrained.

### Child Passenger Safety Program

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

The Nebraska Department of Transportation Highway Safety Office (HSO) will carry out four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 60 new 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 private trainings (hospitals, local health departments) for approximately 40 new CPS-Technicians. 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 18 inspection stations across the state. HSO will provide LATCH manuals, law cards (English, Arabic and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat check. All inspection stations will receive information, social media, and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday. Additionally, social media and infographic fliers will be provided to technicians, organizations and the public about Heatstroke prevention.

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

### Urban Population

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

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

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2022 and continued education and outreach regarding the new child safety seat law that became effective January 2019.

### Rural Population

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

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

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2022 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,000,000 Nebraskans (earned, paid and social media avenues). The Drive Smart Nebraska web site has a dedicated CPS page for education and outreach.

### At-Risk Population (Rural and Nighttime)

1. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 63% (45). Rural unbelted vehicle occupant fatalities accounted for approximately 63% (45 of the 71) of the nighttime fatalities.
2. The urban nighttime traffic fatalities accounted for 37% (26) of the unbelted vehicle occupant fatalities.

HSO will serve the “rural at-risk” population through 276 inspection station events (87% rural) and 36 check events (50% rural).

### Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program (Inspection Stations and Checkup Events)
- Child Passenger Safety Update for CPST’s (April 2022)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat

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

- Nebraska will participate in the CIOT national mobilization in FY2022. The 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 2022 the HSO will conduct a paid media campaign for CIOT that will support the state’s designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print

(newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carry out pre and post-paid media.

- Furthermore, the nationally designated CIOT enforcement period of May 2022, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2022 Thanksgiving CIOT campaign will run November 2021, with overtime funding assistance awarded to 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 occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2021.

### **Communication Campaign (paid, earned and social media)**

The HSO uses an extensive combination of electronic, print, and non-traditional methods of earned, paid and social media to reach statewide but targeting the high-risk group, primarily males ages 16 – 34, with 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 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 of all ages. The HSO provides grant funding to other partners (safety councils, Brain Injury Alliance of Nebraska, community service organizations, local public health departments, hospitals and high schools) to aid in promoting seat belt use (all ages and every seating position) messaging. The HSO will support Child Passenger Safety Awareness month and work to educate parents, caregivers and the public to promote child safety in the community. Keeping children safe extends past car seats, but the Seat Check Saturday provides a unique opportunity to work with technicians, the public and community members to increase awareness and improve safety.

### **Sustain Statewide Enforcement Operations**

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November), the HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. FY2022 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

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

The HSO provides the Nebraska State Patrol (NSP) with grant funding assistance that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (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.

## 405(b) Occupant Protection Grant

### Planned Participation in Click-it-or-Ticket

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

Nebraska will participate in the CIOT national mobilization in FY2022. The 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 with priority given to the 23 priority counties (page 8) that account for 84% of fatal and serious injury crashes. Nemaha County is added to the priority counties for Click It or Ticket Mobilization and all occupant protection activity because 100% of fatal and serious injuries were unrestrained. This makes the total of 70.2% of all Nebraska unrestrained fatalities are included in these counties. 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.

#### Child restraint inspection stations

Nebraska Child Passenger Inspection Stations Counties Served by Population Total					
	County	Population		County	Population
1	Adams	31,363	28	Jefferson	7,046
2	Antelope	6,298	29	Kearney	6,495
3	Boone	5,192	30	Keith	8,034
4	Box Butte	10,783	31	Lancaster	319,090
5	Boyd	1,919	32	Lincoln	34,914
6	Buffalo	49,659	33	Logan	748
7	Burt	6,459	34	Madison	35,099
8	Butler	8,016	35	Merrick	7,755
9	Cass	26,248	36	Morrill	4,642
10	Clay	6,203	37	Nance	3,519
11	Colfax	10,709	38	Nuckolls	4,148
12	Cuming	8,846	39	Phelps	9,034
13	Dawes	8,589	40	Pierce	7,148
14	Dawson	23,595	41	Polk	5,213
15	Dodge	36,595	42	Rock	1,357
16	Douglas	571,327	43	Sarpy	187,196
17	Fillmore	5,462	44	Saunders	21,578
18	Franklin	2,979	45	Seward	17,284
19	Frontier	2,627	46	Sheridan	5,246
20	Furnas	4,676	47	Sioux	1,166
21	Gage	21,513	48	Stanton	5,920
22	Gosper	1,990	49	Thayer	5,003
23	Greely	2,356	50	Thurston	7,224
24	Hall	61,353	51	Washington	20,729
25	Hamilton	9,324	52	Wayne	9,385
26	Harlan	3,380	53	Webster	3,487
27	Holt	10,067	54	York	13,679
		<b>TOTAL</b>			<b>1,721,821</b>
<b>Total State Population</b>					1,934,408
<b>Percent of Counties Represented</b>					<b>89%</b>

*Source: Population Estimate as of July 1, 2019, U.S. Census Bureau, 2019*

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

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

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

Planned inspection stations and/or events: 300

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

Populations served - urban: 1,077,613

Populations served - rural: 497,395

Populations served - at risk: 650,000

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

#### **Child passenger safety technicians**

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

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

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

Estimated total number of classes: 4

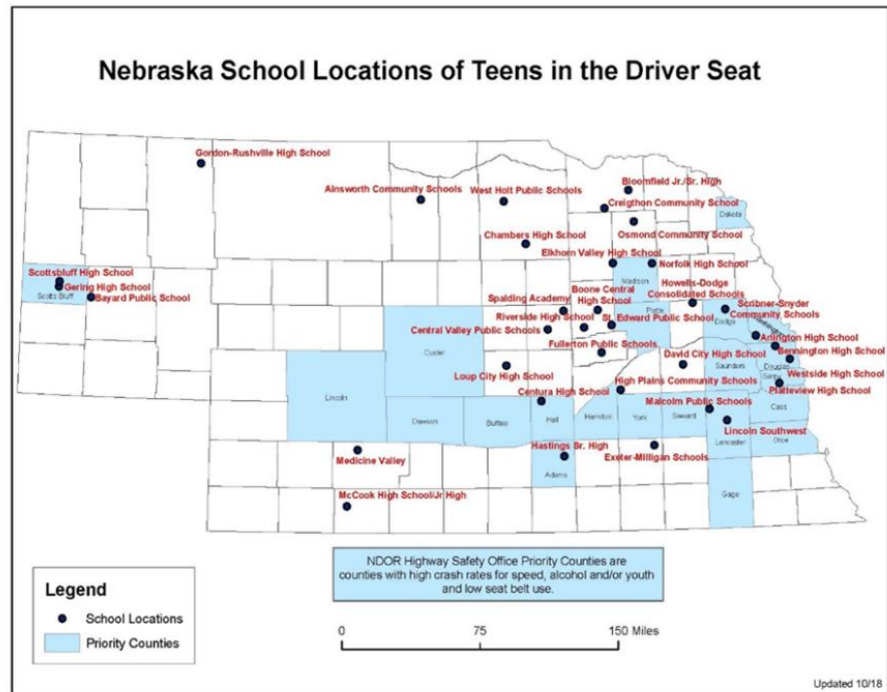
Estimated total number of technicians: 60

#### **Drive Smart Nebraska ad hoc Work Group**

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

## Teens in the Driver Seat

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



## Planned Activity: Child Passenger Safety CSS Purchase and Distribution

Planned activity number: M2CSS-2022-12-00-00

### Planned Activity Description

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety (CPS) inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats and recalled seats. Every inspection station uses at least one nationally certified Child Passenger Safety technician and/or instructor. The funds provide child safety seats for rural and low-income parents/care givers. Child safety seats will support local inspection stations checkup events and drop-in services (inspection for properly installed CSS, information on the new law (2019) and check for expired or recall issues) for the public. When needed inspection stations will implement virtual seat checks and implement the new National Digital Check Form, Spring 2022, in cooperation with the National Safety Council and NHTSA.

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

**Planned Activity: Child Passenger Safety Training**

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

Planned Activity Description

Grant funding provided to the HSO will provide training, along with resources and CEU’s, to Child Passenger Safety (CPS) instructors and technicians. CPS technicians/instructors will provide enhanced training and offer parent education (i.e., mailings, brochures, posters, newsletters and LATCH Manuals) at the local level. Provide funding to support inspection stations across the state through increased capacity of CPS technicians, while maintaining an above average recertification rate. Provide for assistance, through the mini-grant process, to increase/maintain inspection stations and ensure there is always access to child safety seats for rural and low-income parents/caregivers. CPS technicians are using iPads to support virtual seat checks and training at the local inspection stations. Also, when appropriate the HSO will provide funding for CPS Instructors to attend the National Lifesavers Conference in Chicago in Spring of 2022.

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

**Planned Activity: Occupant Protection High-Visibility Enforcement**

Planned activity number: M2HVE-2022-14-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant contract agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket High Visibility Enforcement Mobilizations. Participating agencies receive funding assistance for overtime salaries to increase enforcement.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low HVE (FAST)	\$165,000.00	\$41,250.00	\$0.00

**Planned Activity: Occupant Protection Information System**

Planned activity number: M2OP-2022-13-00-00

Planned Activity Description

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



support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues with priority given to the 23 priority counties (page 8) to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Information System (FAST)	Low OP	\$100,000.00	\$25,000.00	\$0.00

**Planned Activity: Occupant Protection Overtime Enforcement**

Planned activity number: OP-2022-05-00-00

Planned Activity Description

Funding to state and local law enforcement agencies with priority given to the 23 priority counties (page 8) and Nemaha County through the mini-grant contract agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies will receive funding assistance for overtime salaries to increase enforcement.

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

**Planned Activity: Road Safety – Employers & Employees Education**

Planned activity number: OP-2022-37-00-00

Planned Activity Description

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

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

## Program Area: Distracted Driving

### Description of Highway Safety Problems

Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distracted driving media campaigns throughout the fiscal year.

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

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

### Planned Activity: Employer Distracted Driving Education Campaign

Planned activity number: IS-2022-38-00-00

#### Planned Activity Description

The National Safety Council, Nebraska, is implementing an Employer Distracted Driving Education Campaign providing education and awareness in five identified target counties to achieve decreased distracted driving, of all forms including using mobile devices in the car. This work will be achieved through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to decrease distracted driving crashes due to inattention and work to increase occupant restraint use and decrease distracted driving. NSCN will provide technical support for best practice policies to address positive driver behavior in the work force, employee families, high schools (faculty, students, and parents) and the community.

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

## Program Area: Police Traffic Services

### Project Safety Impacts

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and

data reporting followed by enforcement techniques that meet the statutory requirements for the necessary prosecution and adjudication. This program supports our annual traffic safety enforcement plan and provides funding to reduce traffic fatalities and serious injuries.

**Planned Activity: Traffic Law Enforcement**

Planned activity number: PT-2022-26-00-00

Planned Activity Description

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

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

**Planned Activity: Traffic Selective Overtime Enforcement**

Planned activity number: PT-2022-27-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the 23 priority counties (see page 8). Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$235,000.00	\$58,750.00	\$188,000.00

**Planned Activity: Sarpy County Traffic Safety Task Force**

Planned activity number: PT-2022-28-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant contract agreement process for 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 23 priority counties (see page 8). Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 402	NHTSA	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$100,000.00

**Planned Activity: Law Enforcement Liaison (LEL)**

Planned activity number: PT-2022-42-00-00

Planned Activity Description

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

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

**Program Area: Racial Profiling Data Collection**

Project Safety Impacts

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

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

Planned activity number: F1906CMD-2022-01-00-00

Planned Activity Description

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 1906 Prohibit Racial Profiling	NHTSA	1906 Collecting and Maintaining Data	\$375,000.00	\$93,750.00	\$0.00

**Planned Activity: Review and Analysis of Collected Data**

Planned activity number: F1906ER-2022-02-00-00

Planned Activity Description

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

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

**Program Area: Speed Management**

**Project Safety Impacts**

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties (see page 8).

**Planned Activity: Speed Program Coordination**

Planned activity number: SC-2022-32-00-00

Planned Activity Description

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

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

**Planned Activity: Speed Selective Overtime Enforcement**

Planned activity number: SE-2022-33-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective speed overtime enforcement requiring daytime and nighttime enforcement. Preference is for the priority counties (see page 8). Law enforcement agencies must identify specific locations, time of day,

day of week, etc. relating to speed-related fatal, A and B injury crashes. Participating agencies receive funding assistance for overtime salaries. Agencies may include enforcement equipment to enhance their ability to collect speeding offender evidence in the enforcement of the posted speed limits at high crash locations. Completion of training to use the equipment in special enforcement operations is required. High speed-related crash counties are the first priority.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Enforcement (FAST)	\$160,000.00	\$40,000.00	\$135,000.00

### Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

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. Complimentary 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 (see page 8) may be considered for grant funding if data and information is able to justify a critical need and funding is available.
- The problems identified, utilized by the HSO, are outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska’s fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.
- Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan (see attachment C) 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 (see page 8). Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Nebraska law enforcement agencies planning to participate in conducting selective overtime enforcement during the FY2022 fiscal year.

Adams County Sheriff's Office	Dodge/Snyder Police Department	Lexington Police Department	Ravenna Police Department
Albion Police Department	Douglas County Sheriff's Office	Lincoln County Sheriff's Office	Red Willow County Sheriff's Office
Alliance Police Department	Dundy County Sheriff's Office	Lincoln Police Department	Richardson County Sheriff's Office
Antelope County Sheriff's Office	Emerson Police Department	Logan County Sheriff's Office	Rock County Sheriff's Office
Arthur County Sheriff's Office	Ewing Police Department	Loomis Police Department	Saline County Sheriff's Office
Ashland Police Department	Exeter Police Department	Loup County Sheriff's Office	Santee Police Department
Atkinson Police Department	Fairmont Police Department	Lyman Police Department	Sargent Police Department
Aurora Police Department	Falls City Police Department	Lyons Police Department	Sarpy County Sheriff's Office
Bancroft Police Department	Fillmore County Sheriff's Office	Madison County Sheriff's Office	Saunders County Sheriff's Office
Banner County Sheriff's Office	Franklin County Sheriff's Office	Madison Police Department	Schuyler Police Department
Battle Creek Police Department	Franklin Police Department	McCook Police Department	Scotts Bluff County Sheriff's Office
Bayard Police Department	Fremont Police Department	McPherson County Sheriff's Office	Scottsbluff Police Department
Beatrice Police Department	Friend Police Department	Mead Police Department	Scribner Police Department
Beemer Police Department	Frontier County Sheriff's Office	Meadow Grove Police Department	Seward County Sheriff's Office
Bellevue Police Department	Furnas County Sheriff's Office	Merrick County Sheriff's Office	Seward Police Department
Bennington Police Department	Gage County Sheriff's Office	Metropolitan Comm College PD	Shelton Police Department
Blaine County Sheriff's Office	Garden County Sheriff's Office	Milford Police Department	Sheridan County Sheriff's Office
Blair Police Department	Garfield County Sheriff's Office	Minatare Police Department	Sherman County Sheriff's Office
Boone County Sheriff's Office	Gering Police Department	Minden Police Department	Sidney Police Department
Box Butte County Sheriff's Office	Gordon Police Department	Mitchell Police Department	Sioux County Sheriff's Office
Boyd County Sheriff's Office	Gosper County Sheriff's Office	Morrill County Sheriff's Office	South Sioux City Police Department
Boys Town Police Department	Gothenburg Police Department	Morrill Police Department	Spalding Police Department
Broken Bow Police Department	Grand Island Police Department	Nance County Sheriff's Office	St. Edward Police Department
Brown County Sheriff's Office	Grant County Sheriff's Office	Nebraska City Police Department	St. Paul Police Department
Buffalo County Sheriff's Office	Greeley County Sheriff's Office	Neligh Police Department	Stanton County Sheriff's Office
Burt County Sheriff's Office	Hall County Sheriff's Office	Nemaha County Sheriff's Office	Superior Police Department
Burwell Police Department	Hamilton County Sheriff's Office	Newcastle Police Department	Sutton Police Department
Butler County Sheriff's Office	Harlan County Sheriff's Office	Newman Grove Police Department	Tekamah Police Department
Cass County Sheriff's Office	Harvard Police Department	Niobrara Police Department	Thayer County Sheriff's Office
Cedar Bluffs Police Department	Hastings Police Department	Norfolk Police Division	Thomas County Sheriff's Office
Cedar County Sheriff's Office	Hayes County Sheriff's Office	North Platte Police Department	Thurston County Sheriff's Office
Central City Police Department	Hemingford Police Department	Nuckolls County Sheriff's Office	Tilden Police Department
Ceresco Police Department	Henderson Police Department	Oakland Police Department	UN Kearney-Public Safety
Chadron Police Department	Hildreth Police Department	Odell Police Department	UN Lincoln Police Department
Chase County Sheriff's Office	Hitchcock County Sheriff's Office	Ogallala Police Department	UN Omaha Police Department
Cherry County Sheriff's Office	Holdrege Police Department	Omaha Nation Law Enforcement	Valentine Police Department
Cheyenne County Sheriff's Office	Holt County Sheriff's Office	Omaha Police Department	Valley County Sheriff's Office
Clarkson Police Department	Hooker County Sheriff's Office	O'Neill Police Department	Valley Police Department
Clay Center Police Department	Hooper/Uehling Police Department	Ord Police Department	Verdigre Police Department
Clay County Sheriff's Office	Howard County Sheriff's Office	Osmond Police Department	Wahoo Police Department
Coleridge Police Department	Howells Police Department	Otoe County Sheriff's Office	Walthill Police Department
Colfax County Sheriff's Office	Humphrey Police Department	Papillion Police Department	Washington County Sheriff's Office
Columbus Police Department	Imperial Police Department	Pawnee County Sheriff's Office	Waterloo Police Department
Cozad Police Department	Jefferson County Sheriff's Office	Pender Police Department	Wausa Marshal's Office
Creighton Police Department	Johnson County Sheriff's Office	Perkins County Sheriff's Office	Wayne County Sheriff's Office
Crete Police Department	Kearney County Sheriff's Office	Phelps County Sheriff's Office	Wayne Police Department
Crofton Police Department	Kearney Police Department	Pierce County Sheriff's Office	Webster County Sheriff's Office
Culbertson Police Department	Keith County Sheriff's Office	Pierce Police Department	West Point Police Department
Cuming County Sheriff's Office	Keya Paha County Sheriff's Office	Plainview Police Department	Wheeler County Sheriff's Office
Custer County Sheriff's Office	Kimball County Sheriff's Office	Platte County Sheriff's Office	Winnebago Tribal Police Department
Dakota County Sheriff's Office	Kimball Police Department	Plattsmouth Police Department	Wisner Police Department
Dawes County Sheriff's Office	Knox County Sheriff's Office	Polk County Sheriff's Office	Wymore Police Department
Dawson County Sheriff's Office	La Vista Police Department	Polk Police Department	York County Sheriff's Office
Decatur Police Department	Lancaster County Sheriff's Office	Ponca Police Department	York Police Department
Deuel County Sheriff's Office	Laurel Police Department	Ralston Police Department	Yutan Police Department
Dixon County Sheriff's Office	Leigh Police Department	Randolph Police Department	Nebraska State Patrol
Dodge County Sheriff's Office			



Nebraska 23 Counties Areas of Highest Risk / HVE - 2020			
Counties	Crashes	Crash Fatalities	Injuries
ADAMS	122	4	166
BOX BUTTE	40	1	65
BUFFALO	282	3	410
CASS	92	6	130
CEDAR	31	1	38
DAKOTA	83	3	115
DAWSON	106	3	153
DODGE	217	8	325
DOUGLAS	3219	41	4626
GAGE	93	2	130
HALL	347	7	485
HAMILTON	56	0	79
LANCASTER	2112	17	3025
LINCOLN	223	9	340
MADISON	173	1	243
OTOE	54	2	72
PLATTE	167	4	226
SARPY	686	9	968
SAUNDERS	59	3	89
SCOTTS BLUFF	192	6	277
SEWARD	100	5	142
WASHINGTON	54	4	67
YORK	60	2	91

### Effectiveness Monitoring

The HSO monitors and assesses each of the awarded selective overtime mini grants upon receipt of the activity report and reimbursement claims where adjustments may be considered. Citations issued per hours worked rate is reviewed to determine if future awards will be considered. Modification to the enforcement plan are made, if necessary, throughout the year. The HSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a routine basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

### High-visibility enforcement (HVE) strategies

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

- Alcohol Public Information & Education
- Occupant Protection Public Information & Education
- Speed Public Information & Education

### 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. This document is on file at the HSO and available for review by NHTSA.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

### Seat belt enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

- Occupant Protection High-Visibility Enforcement
- Occupant Protection Overtime Enforcement
- Occupant Protection Public Information & Education
- Traffic Selective Overtime Enforcement

### High risk population countermeasure programs

Planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

- Child Passenger Safety Training
- Identification and Surveillance
- Impaired Driving (Drug and Alcohol)
- Occupant Protection (Adult and Child Passenger Safety)
- Short-term, High Visibility Seat Belt Law Enforcement

## Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/6/2020

<https://dot.nebraska.gov/media/7784/neocccprotassessmentreportpdf.pdf>

## Program Area: Traffic Records

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

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

### Planned Activity: Traffic Records Coordination / Training

Planned activity number: M3DA-2022-16-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Program (FAST)	Data	\$40,000.00	\$10,000.00	\$0.00

### Planned Activity: E-Citations and Traffic Records Improvement

Planned activity number: M3DA-2022-01-00-00

#### Planned Activity Description

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

for County Attorneys to download and print citation images from NCJIS will eliminate the need for law enforcement manual citation process.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$265,000.00	\$66,250.00	\$0.00

**Planned Activity: Nebraska Crash Outcome Data Evaluation System**

Planned activity number: M3DA-2022-14-00-00

Planned Activity Description

Grant funding to DHHS to create a CODES database linking four separate databases, crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$175,000.00	\$43,750.00	\$0.00

**Planned Activity: Nebraska EMS/Trauma Data Quality Assessment and Improvement**

Planned activity number: M3DA-2022-15-00-00

Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$56,250.00	\$14,062.50	\$0.00

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

Planned activity number: M3DA-2022-17-00-00

Planned Activity Description

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

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

**Planned Activity: Traffic Records**

Planned activity number: TR-2022-30-00-00

Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic Records (FAST)	Records	\$65,000.00	\$16,250.00	\$0.00

**Planned Activity: Nebraska State Patrol - TRACS**

Planned activity number: TR-2022-31-00-00

Planned Activity Description

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and crash/citation reporting software. The funding is for salary and benefits associated with the IT Business

Analyst position. The target of this project is to increase the number of Nebraska law enforcement agencies utilizing TraCS for electronic citation and crash forms.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic (FAST)	Records	\$78,720.00	\$19,567.50.00	\$0.00

**405(c) State traffic safety information system improvements grant**

Traffic records coordinating committee (TRCC)

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

- October 15, 2020
- January 21, 2021
- April 15, 2021
- July 15, 2021

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

Name of State's Traffic Records Coordinator:

Christine Mohlman

Title of State's Traffic Records Coordinator:

Federal Aid Administrator II

TRCC members by name, title, home organization and the core safety database represented:

Nebraska Traffic Records Coordinating Committee				
System	Name	Agency	E-mail address	Committee
Roadway	Anshasi, Abe	Federal Highway Administration	abe.anshasi@dot.gov	Technical TRCC
Injury Surveillance	Anthone, Gary	Department of Health and Human Services	gary.anthone@nebraska.gov	Data User / Contributor
Driver/Vehicle	Beedle, Cathy	Department of Motor Vehicles	Cathy.Beedle@nebraska.gov	Technical TRCC
Roadway	Bell, Jennifer	Federal Highway Administration	jennifer.bell@Nebraska.gov	Technical TRCC
Citation/Adjudication	Bellefeuille, Stacy	Nebraska Crime Commission	Stacey.bellefeuille@nebraska.gov	Technical TRCC
Injury Surveillance	Bietz, Jeanne	Department of Health and Human Services	jeanne.bietz@nebraska.gov	Data User / Contributor
Citation/ Adjudication	Buldoc, Colonel John	Nebraska State Patrol	John.Bolduc@nebraska.gov	Executive Committee
Roadway	Butler, Don	Nebraska Department of Transportation	don.butler@nebraska.gov	Technical TRCC
Citation/ Adjudication	Caha, Deb	Nebraska Crime Commission	deb.caha@nebraska.gov	Technical TRCC
NHTSA Region 7	Cannon, Sherri	National Highway Traffic Safety Administration	sherri.cannon@nhtsa.dot.gov	Technical TRCC
Citation/Adjudication	Caradori, Sean	Nebraska State Patrol	Sean.Caradori@nebraska.gov	Technical TRCC
Vehicle	Clough, Tina	Nebraska Department of Motor Vehicles	tina.clough@nebraska.gov	Technical TRCC
Citation/Adjudication	Doggett, Dan	State Patrol Captain	daniel.doggett@nebraska.gov	Technical TRCC
Roadway	Dostal, Shane	Lincoln Public Works	sdostal@lincoln.ne.gov	Technical TRCC
Citation/Adjudication	Faber, Renee	Supreme Court	renee.faber@nebraska.gov	Technical TRCC
Citation/Adjudication	Fargen, Mike	Nebraska Crime Commission	mike.fargen@nebraska.gov	Technical TRCC
Injury Surveillance	Goza, John	Department of Health and Human Services	john.goza@nebraska.gov	Technical TRCC/Contributor
Data User	Harris, Julie	Nebraska Bicycling Alliance	julie@bikewalknebraska.org	Data User / Contributor
Data User	Henning, Lisa	Nebraska Safety Council	lhenning@nesafetycouncil.org	Data User
Driver/Vehicle	Johnson, Betty	Nebraska Department of Motor Vehicles	betty.johnson@nebraska.gov	Technical TRCC
Citation/Adjudication	Jones, Eric	Nebraska State Patrol	eric.jones@nebraska.gov	Technical TRCC
Injury Surveillance	Khattak, Aemal	University of Nebraska - Lincoln	khattak@unl.edu	Technical TRCC/Contributor
Data User	Koeppel, Eric	National Safety Council, Nebraska	ekoeppel@safenebraska.org	Technical TRCC
Citation/Adjudication	Konfrst, Brenda	Nebraska State Patrol	Brenda.Konfrst@nebraska.gov	Technical TRCC
Administrator	Kovarik, Bill	NDOT Highway Safety Office	william.kovarik@nebraska.gov	Executive Committee Chair
Citation/Adjudication	Krolkowski, Gerry	Nebraska State Patrol	gerry.krolkowski@nebraska.gov	Technical TRCC
Driver/Vehicle	Lackey, Ken	Nebraska Department of Motor Vehicles	kenneth.lackey@nebraska.gov	Technical TRCC
Roadway	Lindemann, Mark	NDOT	mark.lindemann@nebraska.gov	Technical TRCC
Citation/Adjudication	Lucas, Charlie	Nebraska State Patrol	Charlie.Lucas@nebraska.gov	Technical TRCC/Contributor
EMS/Injury Surveillance	Medinger, Sue	Department of Health and Human Services	Sue.Medinger@nebraska.gov	Technical TRCC
Citation/Adjudication	Mize, Kimberly	Nebraska State Patrol	kimberly.mize@nebraska.gov	Technical TRCC
TRCC	Mohlman, Christine	NDOT Highway Safety Office	christine.mohlman@nebraska.gov	Technical TRCC Coordinator
Roadway	Moy, Walter	NDOT - Intermodal Planning	walter.moy@nebraska.gov	Technical TRCC
Citation/Adjudication	Neukirch, Chris	Nebraska State Patrol	Chris.Neukirch@nebraska.gov	Technical TRCC/Contributor
Statewide Trauma Registrar	Ngochoch, Andrew	Department of Health and Human Services	andrew.ngochoch@nebraska.gov	Technical TRCC
Driver/Vehicle	O'Rourke, Sara	Nebraska Department of Motor Vehicles	sara.orourke@nebraska.gov	Technical TRCC
Crash	Owings, Sean	Nebraska Department of Transportation	sean.owings@nebraska.gov	Technical TRCC/Contributor
Citation/ Adjudication	Pelowski, Jeff	Nebraska State Patrol	jeff.pelowski@nebraska.gov	Technical TRCC
Roadway	Podany, Diane	Federal Highway Administration	diane.podany@dot.gov	Technical TRCC
Injury Surveillance	Qu, Ming	Department of Health and Human Services	ming.qu@nebraska.gov	Executive Committee
Roadway	Schoenmaker, David	NDOT - Intermodal Planning	David.Schoenmaker@nebraska.gov	Technical TRCC
Crash	Sindelar, Trevor	Nebraska Department of Transportation	trevor.sindelar@nebraska.gov	Technical TRCC
Citation/ Adjudication	Smith, Shane	Nebraska Supreme Court - Court Services	shane.smith@nebraska.gov	Technical TRCC
Citation/ Adjudication	Spanke, Monica	Nebraska State Patrol	Monica.spanke@nebraska.gov	Technical TRCC
Driver/Vehicle	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	kathy.vanbrocklin@nebraska.gov	Technical TRCC
Citation/ Adjudication	Velte, Sean	Nebraska State Patrol	Sean.velte@nebraska.gov	Technical TRCC
Citation/Adjudication	Vierk, Ed	Attorney General's Office	ed.vierk@nebraska.gov	Technical TRCC
Roadway	Waddle, Dan	Nebraska Department of Transportation	dan.waddle@nebraska.gov	Technical TRCC
Citation/ Adjudication	Wagner, Sheriff Terry	Lancaster County Sheriff's Office	twagner@lancaster.ne.gov	Executive Committee
EMS/Injury Surveillance	Wilson, Tim	Department of Health and Human Services	tim.wilson@nebraska.gov	Executive Committee
Driver/Vehicle	Wolfe, Lisa	Nebraska Department of Motor Vehicles	lisa.wolfe@nebraska.gov	Technical TRCC

## Traffic Records System Assessment

### NHTSA Traffic Records Assessment

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

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

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

#### Crash Records System

Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. Sean Owings (see project 2). NDOT has built the back end of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the TraCS or other collection software databases and into NDOT's database. *Mike Fargen* (see project 2)

Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *Sean Owings* (see projects 3 & 4)

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. *Sean Owings* (see project 6)



### **Citation and Adjudication Records**

Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. NCJIS - *Mike Fargen* (see project 10)

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

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

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

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

Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - *Mike Fargen* (see project 12).

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

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

### **Driver Records**

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. DMV - *Sara O'Rourke & Kathy VanBrocklin* (see project 17)

Improve the data quality control program for the Driver data system to reflect best practices identified in

the Traffic Records Program Assessment Advisory. DMV - Sara O'Rourke & Kathy VanBrocklin (see project 18)

**Vehicle Records**

Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and process flow documents. *Betty Johnson (see projects 20, and 21)*

**Nebraska Injury Surveillance System (NISS)**

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

**Roadway Information**

Allow access to roadway data for consumption and updates. *NDOT – Mark Lindemann (see project 30)*

Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration, and accessibility) and a data dictionary. *NDOT – Mark Lindemann (see project 30)*

**Strategic Planning**

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

**Traffic Records Measurable Progress**

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator’s Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	6/1/21
2	Develop a “Smart Map” Harmonized location referencing system	Crash & Citation/ Adjudication	Testing new system.	Yes	6/1/21
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	6/1/21
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	6/1/21







5	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	6/1/21
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	6/1/21
7	Data Dictionary	Citation/ Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	6/1/21
8	Improve the data quality control program for the citation/adjudication system	Citation/ Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	6/1/21
9	Citation Tracking	Citation/ Adjudication	Track citations from point of issuance to posting on the driver file	Yes	6/1/21
10	Linkage	Citation/ Adjudication	Linked with driver, vehicle, crash	Yes	6/1/21
11	Establish a linked DUI system (MIDRIS)	<b>Driver &amp; Citation/ Adjudication</b>	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	6/1/21
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	6/1/21
13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	6/1/21
14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Yes	6/1/21
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	6/1/21
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	6/1/21
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	6/1/21
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	6/1/21
19	Create workflow documentation	Vehicle	Include NMVTIS	Yes	6/1/21

20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	Yes	6/1/21
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	6/1/21
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	6/1/21
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	6/1/21
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	6/1/21
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	6/1/21
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.		6/1/21
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	6/1/21
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	6/1/21
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	6/1/21
30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	6/1/21
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	6/1/21
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	6/1/21
33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	5/27/21
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	6/1/21

**FAST Act SECTION 405c  
INTERIM PROGRESS REPORTING (FY 2022)**

**State: Nebraska Report Date: May 20, 2021 Submitted by: Bill Kovarik**

<b>System to be Impacted</b> (pick one primary area)	<input checked="" type="checkbox"/> <b>CRASH</b> <input type="checkbox"/> <b>DRIVER</b> <input type="checkbox"/> <b>VEHICLE</b> <input type="checkbox"/> <b>ROADWAY</b> <input type="checkbox"/> <b>CITATION/ADJUDICATION</b> <input type="checkbox"/> <b>EMS/INJURY</b>
<b>Performance Area(s) to be Impacted</b> (pick one primary area)	<input type="checkbox"/> <b>ACCURACY</b> <input type="checkbox"/> <b>TIMELINESS</b> <input checked="" type="checkbox"/> <b>COMPLETENESS</b> <input type="checkbox"/> <b>ACCESSIBILITY</b> <input type="checkbox"/> <b>UNIFORMITY</b> <input type="checkbox"/> <b>INTEGRATION</b>
<b>Performance Measure used to track Improvement(s)</b>	Updating NDOT's Police Accident Report (PAR) to align closer to the recommendations within the MMUCC 5th edition. All electronic systems will be transmitting the same data, via the same transmittal process, thus eliminating the current two separate transmittal approach. Redesign of the PAR will allow NDOT to capture high interest research data elements, like mobile phone distraction.
<b>Is project included in the Traffic Records Strategic Plan?</b>	Yes  If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY22 application.
<b>Is this a new project? Or was it the same measure used to show progress previously?</b>	New Measure - Yes  Same Measure as FY21 No  If yes, is the State using the same data set, with the same time period to demonstrate progress? Choose an item.
<b>Improvement(s) Achieved or Anticipated</b>	The Police Accident Report (PAR) was improved to be mappable to the current version of MMUCC (5 <sup>th</sup> edition) that was available at the time of programming. The crash database upgrade that was launched 1/1/2021 was required to have the available data fields available for all of the additional crash data.
<b>Specification of how the Measure is calculated / estimated</b>	The measure is calculated by comparing the number of data elements recommended in the MMUCC versus PAR and the crash database.
<b>Date and Baseline Value for the Measure</b> (A contiguous, 12-month performance period starting no earlier than April 1, 2019, e.g., April 1, 2019 – March 31, 2020)	January 1, 2020 – December 31, 2020 The Police Accident Report (PAR) was 43.1% mappable to MMUCC 4 <sup>th</sup> edition.

	<p><b>Nebraska Percent Mappable in Relation to MMUCC 4th Edition</b></p> <table border="1"> <thead> <tr> <th></th> <th>Total Percent Mappable for ALL Elements</th> <th>Total Percent Mappable for Elements "Collected at Scene"</th> <th>Total Percent Mappable for Elements "Linked or Derived"</th> </tr> </thead> <tbody> <tr> <td>43.1%</td> <td>Total Percent Mappable for ALL Elements</td> <td>88.7%</td> <td>Total Percent Mappable for Elements "Linked or Derived"</td> </tr> <tr> <td>31.8%</td> <td>Crash Percent Mappable</td> <td>78.5%</td> <td>Crash Percent Mappable</td> </tr> <tr> <td>44.9%</td> <td>Vehicle Percent Mappable</td> <td>89.9%</td> <td>Vehicle Percent Mappable</td> </tr> <tr> <td>45.0%</td> <td>Person Percent Mappable</td> <td>94.2%</td> <td>Person Percent Mappable</td> </tr> <tr> <td>60.2%</td> <td>Roadway Percent Mappable</td> <td></td> <td>60.2%</td> </tr> </tbody> </table> <p><b>Is supporting documentation attached? Yes</b></p> <p><b>Supporting Documents Attached:</b></p> <ol style="list-style-type: none"> <li>MMUCC_Mapping_NE – Final 08 17 17.xlsx (see sheet titled “Calculations”)</li> </ol>  <p>MMUCC_Mapping_NE - Final_8.17.17.xl</p>		Total Percent Mappable for ALL Elements	Total Percent Mappable for Elements "Collected at Scene"	Total Percent Mappable for Elements "Linked or Derived"	43.1%	Total Percent Mappable for ALL Elements	88.7%	Total Percent Mappable for Elements "Linked or Derived"	31.8%	Crash Percent Mappable	78.5%	Crash Percent Mappable	44.9%	Vehicle Percent Mappable	89.9%	Vehicle Percent Mappable	45.0%	Person Percent Mappable	94.2%	Person Percent Mappable	60.2%	Roadway Percent Mappable		60.2%
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60.2%	Roadway Percent Mappable		60.2%																						
<p><b>Date and Current Value for the Measure</b> (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2020, e.g., April, 1, 2020-March 31, 2021)</p>	<p><b>January 1, 2021 – December 31, 2021.</b> The current PAR is mappable to the MMUCC version 5 at 100% of all applicable data elements (No HOV lanes in Nebraska). The new form with required attachments is attached along with the MMUCC 5 recommended form.</p> <p><b>Is supporting documentation attached? Yes</b></p>  NDOT Form 40-July 2019.pdf  ndot174.pdf  ndot178.pdf  ndot179.pdf  mmucc5_crashreportform2017.pdf																								
<p><b>Regional Program Manager Conclusion and Comments Review Date:</b> 5/26/2021</p>	<p><b>RPMs Aaron Bartlett and Sherri Cannon have reviewed the IPR and supporting data and feel the project demonstrates progress.</b></p>																								
<p><b>RA Comments – Susan DeCourcy Review Date:</b> 5/27/2021</p>	<p>After review of the IPR and attached documentation, I concur that the project demonstrates progress.</p>																								

## State traffic records strategic plan

The Nebraska Traffic Records System Plan, approved by the TRCC; (see attachment B) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the state intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the state does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

### Supporting Document

- Nebraska Traffic Records System Plan - 2015-2020:  
<https://dot.nebraska.gov/media/10928/nebraska-traffic-records-system-plan.pdf>

### Planned activities that implement recommendations:

- E-Citations and Traffic Records Improvement
- Improving Data Collection Methods and Reporting
- Nebraska Crash Outcome Data Evaluation System
- Nebraska EMS/E-code Data Quality Assessment and Improvement
- Nebraska State Patrol - TRACS
- Review and Analysis of Collected Data
- Traffic Records
- Traffic Records Coordination / Training

### Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

### State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 5/13/2021

### 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. This document is on file at the HSO and available for review by NHTSA.

## Program Area: Motorcycle Safety

### Planned Activity: Motorcycle Training Assistance

Planned activity number: M9MT-2022-02-00-00

#### Planned Activity Description

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

#### Motorcycle Safety Education

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

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

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

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

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



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

**Nebraska Motorcycle Rider Training**

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2022, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

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

**The July 2020-July 2021 Motorcycle Safety Course schedule is listed on the next page.**

Adams County - Central Community College - Hastings									
2021	7/18-19	7/25-26	8/1-2	8/23-24	8/29-30	9/26-27	10/3-4		
2022	3/27-28	4/10-11	4/17-18	4/24-25	5/22-23	6/5-9	6/26-27		
Buffalo County - Nebraska Safety Center- University of Nebraska - Kearney									
2021	7/11-12	7/18-19	7/25-26	8/8-9	8/22-23	9/12-13	9/26-27	10/17-18	
2022	4/10-11	4/24-25	5/8-9	5/22-23	6/5-6	6/19-20	6/26-27		
Dakota County - Western Iowa Motorcycle Training , LLC									
2021	4/7-8	7/21-22	8/4-5	8/11-12	8/18-19	8/25-26	9/1-2	9/15-16	9/22-23
2021	9/29-30	10-6-7							
2022	4/9-10	4-30-5/2	5/14-16	5/21-23	6/18-20	6/25-27			
Douglas County – Dillion Brothers Harley-Davidson - Omaha									
2021	7/7-12	7/21-26	7/28-30	7/28-30-8/1-2	8/4-9	8/11-16	8/18-23	8/25-30-8/1-4	9/1-3
2021	9/1-6	9/8-13	9/15-20	9/22-27	9/29-10/1-4	10/6-8			
2022	4/6-11	4/13-18	4/20-25	4/27-29-5/1-2	5/11-16	5/18-23	6/1-6	6/8-13	6/15-20
2022	6/22-27								
Lancaster County – Nebraska Safety Council - Lincoln									
2021	7/10-12	7/17-19	7/24-26	7/30-8/2	8/7-9	8/14-16	8/21-23	8/28-30	9/11-13
2021	9/18-20	9/25-27	10/2-4	10/9-11	10/16-18				
2022	4/9-11	4/16-18	4/23-25	4-30-5/2	5/7-10	5/14-16	5/21-23	5/28-30	6/4-6
2022	6/11-13	6/18-20	6/25-27						
Lancaster County – Southeast Community College - Lincoln									
2021	7/24-26	8/14-16	8/28-30	9/11-13	9/25-27	10/2-4	10/9-11		
2022	4/2-4	4/16-18	4/23-25	4/30-5/1-2	5/28-30	6/4-6	6/11-13	6/18-20	6/25-27
Lancaster County – Frontier Harley-Davidson - Lincoln									
2021	7/14-16	7/2/30	9/1-3	10/6-8	10/13-15	10/13-18			
2022	3/30-4/1	3/30-4/1-4	4/6-8	4/6-11	4/13-15	4/13-18	4/20-22	4/27-5/2	5/4-6
	5/4-9	5/11-13	5/11-16	5/18-20	5/18-23	5/25-27	6/1-3	6/1-6	6/8-10
	6/8-13	6/15-17	6/15-20						
Lincoln County – Mid Plains Community College - North Platte									
2021	7/11-12	7/18-19	7/25-26	8/22-23	8/29-30	9/19-20	9/26-27	10-3-4	
2022	4/17-18	4/24-25	5/1-2	5/8-9	5/15-16	5/22-23	5/29-30	6/5-6	6/19-20
2022	6/26-27								
Madison County – Northeast Community College - Norfolk									
2021	7/17-19	8/28-3	9/25-27						
2022	3/26-28	4/9-11	4/23-25	4/30-5/2	5/21-23	6/4-6	6/11-13	6/25-27	
Sarpy County - Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue									
2021	7/21-26	7/28-30-8/1-2	8/4-9	8/11-16	8/18-23	8/25-30	9/1-3	9/1-6	9/8-13
2021	9/15-20	9/22-27	9/29-10/1-4	10/6-8					
2022	4/16-18	4/17-18	4/23-25	4/24-25	4/30-5/2	5/1-2	5/14-16	5/15-16	5/21-23
2022	5/22-23	6/11-13	6/12-13	6/25-27	6/26-27				

## 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

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

Motorcycle rider training course: ..... Yes

Motorcyclist awareness program: ..... Yes

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

State authority agency: ..... Nebraska Department of Motor Vehicles

State authority name/title: ..... Rhonda Lahm, Director

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

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

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

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the state approved beginning rider course providers from the Nebraska Motorcycle Safety Education Sponsor (motorcycle rider training course) list. CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or

political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles	Additional Counties in Proximity	
Adams	962	Hall	1,606
Buffalo	1,458	Dawson	622
Dakota	498		
Douglas	9,592	Dodge & Washington	2,158
Lancaster	6,171	Gage & Seward	1,199
Lincoln	1,335		
Madison	1,178	Platte	853
Sarpy	4,326	Saunders	809
State Total	50,373		Total 67.2%

Source: Nebraska Department of Motor Vehicles – 2020

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

**Motorcyclist awareness program**

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

State authority agency:.....NDOT Highway Safety Office

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

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

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

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

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

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

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

**Planned Activity: Motorcycle Public Information and Education**

Planned activity number: M9MA-2022-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$35,000.00	\$8,750.00	\$0.00