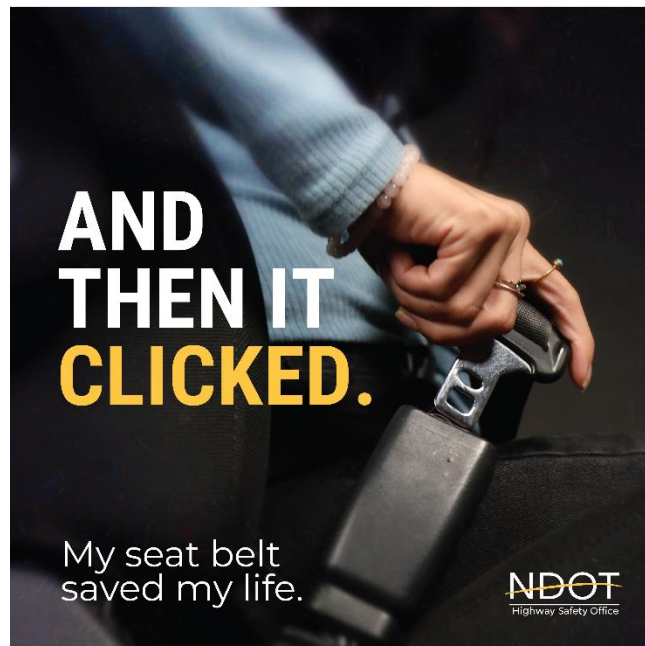


# NEBRAKSA'S PERFORMANCE-BASED FY2025 ANNUAL GRANT APPLICATION

October 1, 2024 to September 30, 2025



**Nebraska Department of Transportation  
Highway Safety Office**

P.O. Box 94612, Lincoln NE 68509

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

**STATE OF NEBRASKA**

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

October 1, 2024 – September 30, 2025

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State of Nebraska

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Appendix A Certifications and Assurances for FY2025

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

Attachment A: Traffic Records System Plan 2022-2026

Attachment B: 1906 Racial Profiling Information

Attachment C: Impaired Driving Task Force Plan FY2025

Attachment D: Distracted Driving Questions

Attachment E: Interim Progress Report (FY2025)

## Grant Application for 402 Funds plus the following Incentive Grants:

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

## Nebraska Priority Counties

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

For the purpose of this FY2025 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing preliminary reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2025									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
County	Congressional District	2023 FAB Crashes	* FAB Crash Rate	* Alcohol Rate	* Speed Rate	* Youth Rate	* All Other Factors Rate	* Low Occ/Prot Percentage	** 2023 Population
ADAMS	Three	98	41.13	0.00	5.46	9.23	35.68	61.02%	30,899
BUFFALO	Three	204	28.88	2.41	3.11	7.79	23.64	69.08%	50,697
CASS	One	73	14.98	4.92	2.46	3.90	9.44	58.42%	27,446
CEDAR	Three	35	24.75	0.71	0.71	6.36	23.34	51.35%	8,262
COLFAX	One	40	31.23	0.00	2.34	7.81	28.89	57.41%	10,566
DAKOTA	Three	61	30.24	1.49	4.96	6.45	24.79	65.28%	21,268
DAWSON	Three	78	15.43	0.40	1.58	3.36	13.65	60.75%	24,085
DODGE	One	139	35.96	0.00	3.88	7.76	32.08	72.57%	37,187
DOUGLAS	Two	1898	39.91	2.25	2.04	8.31	36.06	66.67%	589,540
GAGE	Three	46	19.55	0.43	1.28	4.25	17.85	61.82%	21,634
HALL	Three	204	28.51	0.00	2.66	8.52	25.85	62.79%	62,197
HAMILTON	Three	37	11.04	0.60	0.60	2.98	9.85	76.00%	9,537
LANCASTER	One	1250	46.69	0.41	3.36	12.51	43.11	79.61%	326,716
LINCOLN	Three	138	21.03	1.98	3.05	6.40	16.46	56.65%	33,365
MADISON	One	100	32.09	0.32	2.89	9.30	28.88	63.93%	383
OTOE	One	49	18.88	2.31	1.93	4.24	15.03	44.93%	16,335
PHELPS	Three	33	29.53	0.89	0.00	8.05	28.64	44.19%	9,057
PLATTE	One	128	38.73	0.00	3.03	12.40	35.70	70.73%	34,609
SALINE	Three	41	33.80	0.82	7.42	12.36	25.55	57.41%	14,555
SARPY	One/Two	382	24.38	0.19	2.30	5.42	22.02	75.99%	199,886
SAUNDERS	One	45	16.82	5.61	2.62	2.24	11.21	68.12%	23,463
SCOTTS BLUFF	Three	138	46.53	2.02	5.40	10.79	39.79	69.41%	35,699
SEWARD	One	83	19.43	0.23	2.11	3.75	17.09	86.61%	17,671
WASHINGTON	One	57	28.35	0.50	2.49	4.97	25.37	59.42%	21,152
YORK	Three	63	16.26	0.26	1.55	2.84	14.45	65.96%	14,356
25 County Population									1,640,565
Statewide Totals		6128	28.45	1.32	2.41	6.76	25.08	67.49%	1,978,379
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2023 Preliminary State Crash Data, 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 2023 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2023 Preliminary State Crash Data, Fatal, A and B Injuries Crashes.									
**U.S. Census Bureau Population estimate as of July 1, 2024. Revised 6-24-2024									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2023 data is the most current data for the FY2025 Update to 24-26 Three HSP Plan & provided by: NDOT Highway Safety Office, Lincoln NE									



## Updates to Nebraska's Triennial Highway Safety Plan

STATE's 2024 - 2026 Triennial Highway Safety Plan was submitted to the National Highway Traffic Safety Administration (NHTSA) on June 30, 2023. Due to availability of more current crash data, the State of Nebraska has made updates to the data and analysis used for the FY2025 AGA. This includes:

- Nebraska Priority Counties for FY2025 with the CY2023 crash data was based on the number and crash rate of the FAB crashes. We have removed Box Butte, Butler, Cuming, Custer, Dawes and Red Willow and added Cedar, Dakota, Dawson, Hamilton, Seward, Washington and York counties. Nearly all of these counties also have low seat belt usage, and most are high in speed and other factors.
- Adjustments noted in each of the program areas using the following targets to the countermeasure strategies for programming funds where the new crash data has changed to a decreasing target.
  - Fatalities per VMT\*+
  - Unrestrained Passenger Vehicle Occupant Fatalities
  - Speeding-Related Fatalities
  - Bicyclist Fatalities
  - Speed-Related Fatal, A and B Crashes
- No changes to the Performance Plan in the 2024 - 2026 Triennial Highway Safety Plan and no amendments to any common performance targets developed under § 1300.11(b)(3)(ii)(C).
- Updates to PPE include:
  - Continued engagement with the students and others involved with teen driver safety in order to identify the motivations and needs of this community. Engagement will target the priority counties (see page 7) that have identified teen drivers as an overrepresented group in the crash data. We have changed our messaging, following the suggestions from the feedback provided by the teen drivers and will continue to adjust our messaging as necessary. We implemented some outreach efforts following feedback from the community. One of the suggestions received for the seat belt campaign was to utilize real stories from teen drivers on why to wear a seatbelt and place it on more social and digital media. We have also conducted additional in-school educational programs with real-life victim and survivor stories encouraging safe driving.
  - As part of our goal to engage with the rural communities, the HSO has met with county and local community leaders in targeted counties concerning the State's low seat belt use rates. The HSO is utilizing the Nebraska Priority Counties data found on page 7 of this document to identify the specific counties in which to focus efforts. The HSO has begun working with these communities to identify solutions to increase belt use among the rural counties. It has been determined that reinforcing good behavior rather than cracking down on bad behavior may have a significant impact on increased seat belt use.
  - To enhance future public engagement efforts, the HSO has contracted with a local University research group to provide a detailed analysis of the State's citation data. The outcome of this analysis will provide the State with a comprehensive overview of the disparities across the state in all traffic record areas. By doing so, future enhancements to the State's public engagement efforts can be undertaken with proven data

methodologies. It is also hoped that the data analysis of the citation data will assist in identifying law enforcement and other community leaders that can be brought together in order to find resolution to the identified traffic safety problem. NOTE: The updated CY2021-CY2023 injury crash data is preliminary with ongoing improvements that may change whether performance targets have been reached when it becomes final.

- Countermeasure strategies and the corresponding justifications have been added to each of the program areas in the AGA.
  - Communications (Media) - The countermeasures will remain the same as planned for in the THSP, utilizing this year to monitor for effectiveness. Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience.
  - Impaired Driving - The countermeasures will remain the same as planned. Based upon the proven success of above countermeasures, the HSO will continue with them. An LEL has recently added LEL to increase enforcement and effectiveness of the enforcement community. Additionally, we are working with the Impaired Driving Task Force to implement the most effective measure for Nebraska including alcohol screening and assessments.
  - Teen Driving - The countermeasure will remain the same as planned for in the THSP. Based upon the proven success of GDL programs, the HSO continues to work with advocates and legislative groups to improve the current laws and enforcement.
  - Occupant Protection - The countermeasures will remain the same as planned for in the THSP. The HSO is working with administration and many advocates to strengthen the seat belt law and the enforceability with plans to have a primary seat belt law introduced in the 2025 session. The LEL has been working with law enforcement agencies in the primary counties to participate in the enforcement events as well as improve the number of seat belt citations.
  - Distracted Driving - The countermeasures will remain the same as planned for in the THSP. Based upon the proven success of current GDL laws, Nebraska will continue to work to strengthen the GDL Laws to meet the National Standards. The HSO has been meeting with several youth groups to discuss distracted and other dangerous driving and have implemented the suggestion of educational programs during school and will continue these programs in FY25 as well as additional meetings/engagement with youth.
  - Police Traffic Services - The countermeasure will remain the same as planned for in the THSP. Based upon the proven success of the high visibility enforcement and NHTSA requirements, the HSO will continue this program. Nebraska is working with the recently added LEL to increase agencies participating in enforcements as well as the effectiveness of the enforcements.
  - 1906 Racial Profiling Data Collection - Nebraska will continue to collect and analyze the racial data in traffic stops. We have contracted to perform a detailed analysis of the existing data to provide better information about what training or additional education may be necessary. The HSO is also developing new programs within the project to have law enforcement engage with the local communities.
  - Speed Management - The countermeasure will remain the same as planned for in the THSP. Due to the success of enforcement, Nebraska will continue to participate in the National HVE as well as individual local enforcement campaigns where necessary.

Nebraska is working with the recently added LEL to increase agencies participating in enforcements as well as the effectiveness of the enforcements.

- Traffic Records - The countermeasures will remain the same as planned for in the THSP. Based upon the proven success of the traffic records program to continue to provide more accurate, complete and timely data, Nebraska will continue to improve traffic records.
- Motorcycle Program - The countermeasure will remain the same as planned for in the THSP. Based upon the proven success of the motorcycle training program, Nebraska will continue to promote the training and maintain it as a minimum requirement for riders who choose not to wear a helmet. The HSO will continue to work with the large group of advocates to reinstate the all-rider helmet law that was reduced in 2024.

❖ NOTE: The updated CY2021-CY2023 injury crash data is preliminary with ongoing improvements that may change whether performance targets have been reached when it becomes final.

## Program Areas

### Program Area: Communications (Media)

#### Paid Media

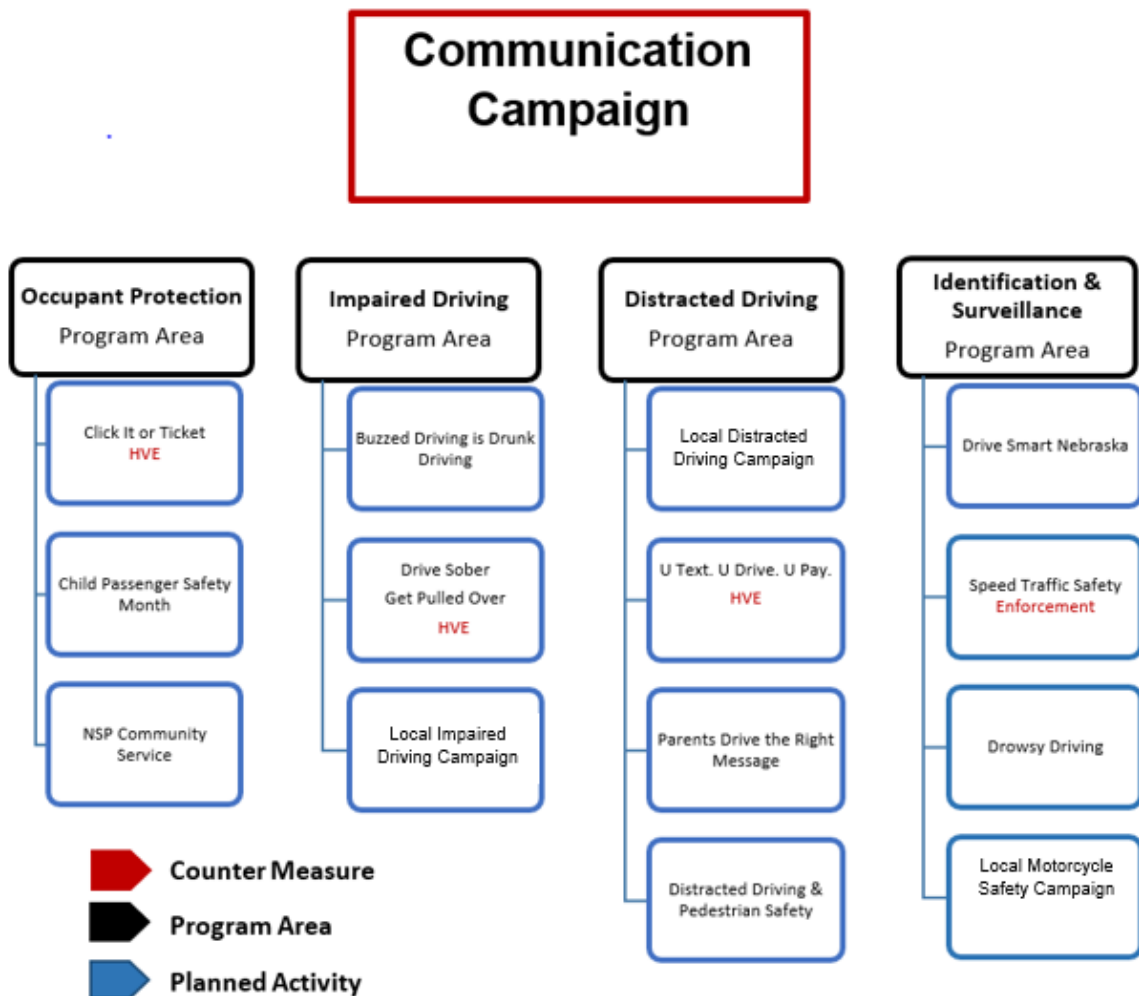
In FY2025, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34-year-old males: 1) television; 2) radio; 3) movie screens; 4) retail point-of-sale; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (Current local campaign); 2) Impaired Driving (Current local campaign); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (Current local campaign); 5) Motorcycle Safety (Current local campaign); 6) Child Passenger Safety (The Right Seat and other current NHTSA campaigns) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national occupant protection and impaired driving High Visibility Enforcement Mobilizations such as Click It or Ticket and Drive Sober or Get Pulled Over. These High Visibility Enforcements are held throughout the year beginning with the Thanksgiving Holiday through the New Year, then the Spring Season and Fall Season after Independence Day. Other Enforcements such as Special Underage Drinking campaigns are conducted around the prom and graduation season.
- Media placement will include reaching the underserved markets of teens with the social/digital messages for all dangerous driving habits. Point-of-sale and sports marketing

are used to reach the unbuckled and more active drivers. Placement of radio, print and billboards will include the rural areas of the state as well as the more populated metro markets.

**Countermeasures:**

- Mass media campaigns, communications, and outreach
  - Impaired driving – 2 stars, Countermeasures That Work 11 Edition (CTW) 1-58
  - Occupant protection – 4 stars, CTW 3-22
  - Speed and aggressive driving – 4 stars, CTW 4-31
  - Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones
- Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from <https://www.trafficsafetymarketing.gov/>.



## **Public Information and Education Materials**

In FY2025, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form are available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

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

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

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations. The HSO has purchased a Seat Belt Persuader (demonstration tool with seat belts to slowly rotate the rider 360 degrees to show the value of always wearing seat belts) that will be used at community engagement events across the State. This activity allows us to connect and get feedback from our overrepresented markets of teen and rural drivers to further our public participation engagements.

## **Earned Media**

In FY2025, 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 (as part of the Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, they are required to issue a news release reporting the results of that specific enforcement operation.

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

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

best ways to collect, present, and deliver traffic safety related information to maintain its position as the best traffic safety news source.

### **Social Media**

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The HSO continues to purchase increased social media marketing from multiple vendors within specific projects. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2025.

### **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 FY2025 24 Priority Counties (see page 7) with the highest number of fatal and serious injury crashes following Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

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

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

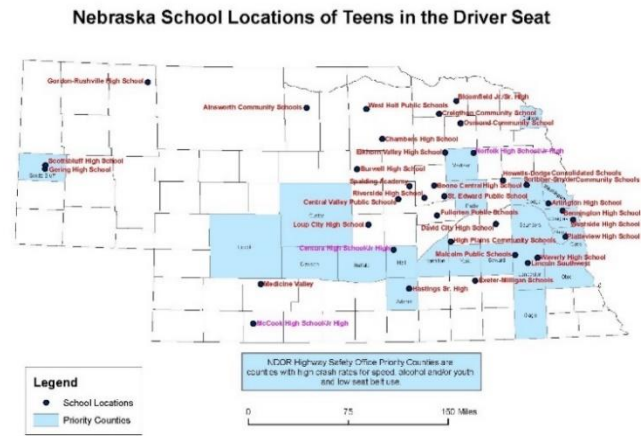
### **Planned Activity: Youth Public Information & Education**

Planned activity number: TSP-2025-19-00-00

#### **Planned Activity Description**

This project provides HSO with funding for the development/creation/production/placement of educational messaging. This includes print, electronic messaging, and multimedia campaign messaging (using social media and paid media formats). Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety engagement and education 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, sponsoring driver education scholarships), and

to purchase related educational equipment. HSO will support the Teens in the Driver Seat Program through a mini-grant process, impacting 33 high schools and middle schools across the state.



Updated 1/2023

Funding Source ID		Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402		Identification and Surveillance (BIL)	\$200,000.00	\$50,000.00	\$150,00.00
	Planning and Administration Costs?		No	Amount?	\$0.00
	Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
	Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Young drivers</li> </ul> </li> <li>• Graduated Driver Licensing (GDL)</li> <li>• Programs to Assist Parents/Guardians of Young Drivers</li> <li>• Hazard Perception Training</li> </ul>			
	Subrecipients/Organization Type	DHHS (state agency)-Teens in the Driver Seat, SADD, Nebraska Safety Council and other local non-profits.			

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

Planned activity number: PM-2025-24-00-00

#### Planned Activity Description

This project provides HSO with funding for the development/creation/production/placement of educational messaging statewide. This includes print and electronic messaging, multimedia campaigns (using social media and paid media formats), traffic safety education-related purchases and mini-grants



to support the collaborative efforts of local agencies and organizations. Funds to assist in the reduction of unintentional traffic-related injuries and fatalities through increased education regarding driver education, traffic safety, pedestrian, bicycle, motorcycle, and railroad crossing safety.

As noted in our goals for the PPE section of the THSP, Nebraska data indicates 7.8% of the state’s population is Hispanic, Asian, Arabic or other races that are overrepresented in crashes. The State will engage with community non-profits and local health departments to reach a diverse audience (Hispanic, Asian and Arabic) to extend the reach of NHTSA’s campaign calendar and resources offered on Traffic Safety Marketing and Drive Smart Nebraska.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Identification and Surveillance (BIL)	\$550,000.00	\$137,500.00	\$412,500.00
Planning and Administration Costs?		No	Amount?	\$0.00
Project Used to Meet Disposition of Unexpended Balances Requirements?		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Impaired driving – 2 stars, Countermeasures That Work 11 Edition (CTW) 1-58</li> <li>○ Occupant protection – 4 stars, CTW 3-22</li> <li>○ Speed and aggressive driving – 4 stars, CTW 4-31</li> <li>○ Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones</li> </ul> </li> <li>• Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from <a href="https://www.trafficsafetymarketing.gov/">https://www.trafficsafetymarketing.gov/</a>.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

### Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2025-01-00-00

#### Planned Activity Description

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



electronic mailings and social media. The bulk of the campaign initiatives will be conducted during the heaviest riding season (March – November).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405f Motorcycle Programs	405f Motorcyclist Awareness (BIL)	\$52,000.00	\$13,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ motorcyclists</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes non-profits, state agencies, vendors & local health departments			

### Planned Activity: Impaired Driving Public Information & Education

Planned activity number: AL-2025-10-00-00 and M5IS-2025-06-00-00

#### 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. Funds to assist in the reduction of impaired driving traffic-related injuries and fatalities through increased driver education, traffic safety, pedestrian, bicycle and motorcycle drivers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$25,000.00	\$6,250.00	\$25,000.00
BIL Act NHTSA 405d Low	Alcohol (BIL)	\$1,224,630.00	\$306,157.50	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ Impaired driving – 2 stars, Countermeasures That Work 11 Edition (CTW) 1-58</li> </ul> </li> <li>• Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from <a href="https://www.trafficsafetymarketing.gov/">https://www.trafficsafetymarketing.gov/</a>.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

## Planned Activity: Occupant Protection Public Information and Education

Planned activity number: OP-2025-04-00-00 and M2PE-2025-10-00-00

### Planned Activity Description

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

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organizations that support occupant protection at the community level, including those that can reach diverse and underserved audiences in our Priority Counties. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities accounting for 75% (81). The urban traffic crashes accounted for 25% (27) of the unbelted vehicle occupant fatalities. The HSO communication campaign will support CPS Month in September and Seat Check Saturday, September 2025.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Occupant Protection (BIL)	\$570,000.00	\$142,500.00	\$85,500.00
BIL Act 405b OP Low	405b Low Public Education (BIL)	\$350,000.00	\$87,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Occupant protection – 4 stars, CTW 3-22</li> </ul> </li> <li>• Based upon the proven success of public awareness campaigns for impaired driving, occupant protection, and speed, the HSO continues to use available research to create campaigns that reach the target audience or use the developed NHTSA campaigns from <a href="https://www.trafficsafetymarketing.gov/">https://www.trafficsafetymarketing.gov/</a>.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

## Planned Activity: Unattended Passenger/Heatstroke Education

Planned activity number: UNATTD-2025-14-00-00

### Planned Activity Description

This project provides HSO with funding to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator as required in 1300.13(d).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Unattended/Heatstroke (BIL)	\$5,000.00	\$1,250.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ Occupant protection – 4 stars, CTW 3-22</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

## Planned Activity: Distracted Driving Public Information & Education

Planned activity number: DD-2025-13-00-00

### Planned Activity Description

This project provides funds to the HSO for the development/creation/production/placement of educational messaging. This includes print and electronic messaging, multimedia campaigns (using paid media and social media formats), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, focusing on youth 15 to 24 years of age in the 25 priority counties (see page 7). This project will provide funds to the HSO to support National Teen Driver Safety Month in October and Distracted Driving Awareness Month in April.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Distracted Driving (BIL)	\$125,000.00	\$31,250.00	\$62,500.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ Distracted driving</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

## Planned Activity: Drowsy Driving Public Information & Education

Planned activity number: DD-2025-29-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Identification and Surveillance (BIL)	\$25,000.00	\$6,250.00	\$22,500.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ Drowsy driving.</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profit, state agencies, vendors & local health departments			

## Planned Activity: Speed Public Information & Education

Planned activity number: SC-2025-35-00-00

### Planned Activity Description

Grant funding for the HSO for the development/creation/production/placement of speed related 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 25 priority counties see page 7) and males 18-34.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Speed Control (BIL)	\$115,200.00	\$28,800.00	\$57,600.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach                             <ul style="list-style-type: none"> <li>○ Speed and aggressive driving – 4 stars, CTW 4-31.</li> </ul> </li> </ul>			

Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments
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### Planned Activity: Panhandle Traffic Safety

Planned activity number: RS-2025-43-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Identification and Surveillance (BIL)	\$128,000.00	\$32,000.00	\$128,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Impaired driving – 2 stars, Countermeasures That Work 11 Edition (CTW) 1-58</li> <li>○ Occupant protection – 4 stars, CTW 3-22</li> <li>○ Speed and aggressive driving – 4 stars, CTW 4-31</li> <li>○ Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Panhandle Public Health District a local health department			

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

Planned activity number: OD-2025-44-00-00

#### Planned Activity Description

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

related injuries/fatalities through increased education regarding older driver safety, behavior and medical fitness.

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Identification and Surveillance (BIL)	\$35,000.00	\$8,7500.00	\$14,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

### Planned Activity: Highway Safety Conference

Planned activity number: CP-2025-06-00-00

#### Planned Activity Description

This HSO internal support grant will provide funding to put on a Traffic Safety Conference. It will also fund local law enforcement agencies and traffic safety professionals in attending pertinent traffic safety-related training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Conference Planning (BIL)	\$75,000.00	\$18,750.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Training for all grantees in all areas of highway safety.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments			

### Program Area: Planning and Administration

This funding supports the HSO’s basic administrative operational staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding for the HSO’s administrative operations include the personal services costs: for the

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

**Planned Activity: Planning and Administration**

Planned activity number: PA-2025-01-00-00

**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 personnel services costs: for the Nebraska Highway Safety Administrator and the HSO staff assistant/accountant. Also included are related office supplies, travel, membership expenditures, advertising for open HSO positions and all personnel services and expenses when engaging with the states underserved overrepresented population in public participation and engagement. 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 engaging 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, promote active engagement 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 462-6C. This documentation is on file for each fiscal year.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Planning and Administration (BIL)	\$380,000.00	\$380,000.00	\$0.00
Planning and Administration Costs?		Yes	Amount?	\$380,000.00
Project Used to Meet Disposition of Unexpended Balances Requirements?		No	Amount?	\$0.00
Countermeasures	Providing the office, staff and resources for all area of highway safety.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes multiple vendors for recruiting, research and planning.			

### Planned Activity: Traffic Safety Program Coordination

Planned activity number: RS-2025-23-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Identification and Surveillance (BIL)	\$130,000.00	\$32,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the office, staff and resources for all area of highway safety.			
Subrecipients/Organization Type	Internal Project			

### Planned Activity: Occupant Protection Program Coordination

Planned activity number: OP-2025-03-00-00

#### Planned Activity Description

The HSO Federal Aid Administrator II, David Young, serves as the State’s Occupant Protection Coordinator. The HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2024-FY2026 Triennial 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 personnel services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection grants and activities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Occupant Protection (BIL)	\$40,000.00	\$10,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00



Countermeasures	Providing the office, staff and resources for occupant protection program.
Subrecipients/Organization Type	Internal Project

### Planned Activity: Speed Program Coordination

Planned activity number: SC-2025-32-00-00

#### Planned Activity Description

Grant funding for the HSO for basic Federal Aid Administrator’s staff costs; to include personnel services, travel expenses, and office expenses to coordinate, monitor, and audit speed program area grants and activities. The HSO develops and implements speed related programs across the state and provides updated data and educational material for legislative and highway safety partners.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Speed Control (BIL)	\$15,000.00	\$3,750.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the office, staff and resources for the reducing speed program.			
Subrecipients/Organization Type	Internal Project			

### Planned Activity: Youth Program Coordination

Planned activity number: TSP-2025-21-00-00

#### Planned Activity Description

Grant funding for the HSO for the Federal Aid Administrator II staff time, personnel services, travel, and materials for development/creation/production of educational messaging and programs. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), to support youth initiatives and the purchase of educational related equipment.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Identification and Surveillance (BIL)	\$30,000.00	\$7,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the office, staff and resources for the young driver program.			
Subrecipients/Organization Type	Internal Project			

## Planned Activity: Impaired Driving Program Coordination

Planned activity number: AL-2025-09-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$85,000.00	\$21,250.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the office, staff and resources for impaired driving program.			
Subrecipients/Organization Type	Internal Project			

## 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 and improve community engagement. While there are nine program tasks, an expected total of more than 110 individual projects will result from the mini-grant contract awards.

### Countermeasures:

- Administrative License Revocation or Suspension – 5 stars, CTW 1-11
- Minimum Drinking Age 21 Laws – 5 stars, CTW 1-13
- Open Container Laws – 5 stars, CTW 1-17
- High-BAC Sanctions – 3 stars, CTW 1-20
- BAC Test Refusal Penalties – 3 stars, CTW 1-22
- High-Visibility Saturation Patrols – 4 stars, CTW 1-29
- Alcohol Measurement Devices – 4 stars, CTW 1-30
- Alcohol Vendor Compliance Checks – 3 stars, CTW 1-35
- Zero-Tolerance Law Enforcement – 3 stars, CTW 1-37
- Alcohol Ignition Interlocks – 5 stars, CTW 1-39
- DWI Courts – 4 stars, CTW 1-51
- Court Monitoring – 2 stars, CTW 1-61
- Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16
- Educating Regarding Medications – 1 star, CTW 2-18

- Based upon the proven success of above countermeasures, the HSO will continue with them as well as assigning our recently added LEL to increase enforcement and effectiveness of the enforcement. We are also working with the Impaired Driving Task Force to implement the most effective measure for Nebraska including alcohol screening and assessments.

**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).

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

Planned activity number: M50T-2025-12-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Alcohol (BIL)	\$225,000.00	\$56,250.000	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Alcohol Screening and Brief Intervention, CTW 1-45			
Subrecipients/Organization Type	State agency: UNL Office of Sponsored Programs – Nebraska Collegiate Prevention Alliance			

## Planned Activity: Felony Motor Vehicle Prosecution Unit

Planned activity number: AL-2025-08-00-00

### Planned Activity Description

Douglas County represented approximately 34 percent of all fatal, A and B injury crashes in 2023. Alcohol continues to play a significant factor in driving offenses in Douglas County in 2023 with 45.9 percent of the State’s alcohol-related injury crashes. The HSO provides funding to the Douglas County Attorney’s Office to carry out activities of the FMVPU where these specialized prosecutors prosecute felony cases and refer offenders, as appropriate, to the 24/7 Sobriety Program. The Felony Motor Vehicle Prosecution Unit (FMVPU) has a target to increase the felony DUI conviction rate by two percentage points from 75% (2022-2023) to 77% by September 30, 2025. The FMVPU also provides ongoing training to law enforcement and meets with non-profits and community groups to address felony motor vehicle related issues (i.e., court monitoring, immigration, and support for 24/7 in Douglas County).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$250,000.00	\$62,500.00	\$250,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Enforcing High-BAC Sanctions – 3 Stars, CTW 1-20</li> <li>• Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> </ul>			
Subrecipients/Organization Type	Douglas County Attorney’s Office – County Government			

## Planned Activity: Impaired Selective Overtime Enforcement

Planned activity number: AL-2025-12-00-00 and M5X-2025-05-00-00

### 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 Impaired fatal, A and B injury crashes. Preferred status for the priority counties (see page 7) is always considered. Participating agencies receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems, supplies, and replacement materials, may be provided and/or supported to maintain the State’s existing breath testing infrastructure.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$345,000	\$86,250.00	\$345,000.00
Planning and Administration Costs?		No	Amount?	\$0.00

Promised Project/Requirements of 1300.41(b)	No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>High-Visibility Saturation Patrols – 4 stars, CTW 1-29</li> </ul>		
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes all law enforcement.		

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

Planned activity number: M5X-2025-09-00-00

#### 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 14 priority counties (Adams, Buffalo, Cass, Dodge, Douglas, Gage, Hall, Lancaster, Lincoln, Phelps, Platte, Saline, Sarpy, and Scotts Bluff) identified by the HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will present youth leadership at the local level and address underage drinking prevention programs in the target counties. Community information gathered through the court-monitoring program is used to advocate for change and raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutors, county commissioners, city council members, and community coalitions), law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education, victim service and outreach.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 405d Low	Alcohol (BIL)	\$249,238.00	\$62,309.50.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Court Monitoring – 2 stars, CTW 1-61</li> </ul>			
Subrecipients/Organization Type	MADD, local nonprofit			

### Planned Activity: Excessive Drinking Prevention Project – Project Extra Mile

Planned activity number: M5X-2025-10-00-00

#### Planned Activity Description

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

Act to ensure and protect the public health and safety of communities and families equitably for all Nebraskans.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405d	Alcohol (BIL)	\$180,000.00	\$45,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Minimum Drinking Age 21 Laws – 5 stars, CTW 1-13</li> <li>• Open Container Laws – 5 stars, CTW 1-17</li> <li>• Alcohol Vendor Compliance Checks – 3 stars, CTW 1-35</li> </ul>			
Subrecipients/Organization Type	Project Extra Mile a local non-profit.			

### Planned Activity: Enforcing Underage Drinking Laws

Planned activity number: AL-2025-22-00-00

#### Planned Activity Description

This grant provides funding to the HSO to use the mini-grant contract agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders. These may also coincide with state and national impaired driving high visibility enforcement mobilizations. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 25 target counties (see page 7); however, all counties may be provided funding as deemed appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Alcohol (BIL)	\$40,000.00	\$10,000.00	\$30,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Alcohol Vendor Compliance Checks – 3 stars, CTW 1-35</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

### Planned Activity: Traffic Training

Planned activity number: AL-2025-25-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Alcohol (BIL)	\$165,000.00	\$41,250.00	\$140,250.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Educating Regarding Medications and all impairing substances – 1 star, CTW 2-18</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, state agencies and local health departments & agencies.			

### Planned Activity: Prosecutorial Response to DUI Crime

Planned activity number: B5CS-2025-08-00-00

#### 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 impaired driving traffic-related cases. This position will provide critical support and training to local prosecutors, judges, and law enforcement officials. The cases handled and training presented will be traffic-related with special emphasis on cases involving impaired drivers. The project will create and maintain networking opportunities between law enforcement agencies and prosecutors to strengthen information sharing and facilitate a uniform and effective response to driving under the influence crimes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Impaired (BIL)	\$139,500.00	\$34,875.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Minimum Drinking Age 21 Laws – 5 stars, CTW 1-13</li> <li>Open Container Laws – 5 stars, CTW 1-17</li> <li>High-BAC Sanctions – 3 stars, CTW 1-20</li> <li>DWI Courts – 4 stars, CTW 1-51</li> <li>Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> </ul>			
Subrecipients/Organization Type	Nebraska Attorney General a state agency.			

## Planned Activity: Project Night Life Expansion

Planned activity number: AL-2025-40-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Alcohol (BIL)	\$110,000.00	\$27,500.00	\$110,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Zero-Tolerance Law Enforcement – 3 stars, CTW 1-37</li> </ul>			
Subrecipients/Organization Type	Omaha Police department a local law enforcement agency.			

## Planned Activity: Judicial Prosecution Training

Planned activity number: AL-2025-41-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Alcohol (BIL)	\$20,000.00	\$5,000.00	\$10,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> <li>Training for all aspects of impaired driving enforcement/prosecution</li> </ul>			



	<ul style="list-style-type: none"> <li>Educating Regarding Medications – 1 star, CTW 2-18</li> </ul>
Subrecipients/Organization Type	Nebraska Supreme Court’s Judicial Branch Education Division or other Nebraska judicial training entities.

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

Planned activity number: B5PEM-2025-04-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405D	Impaired Driving (BIL)	\$150,000.00	\$37,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

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

Planned activity number: B5BAC-2025-11-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405D	Impaired Driving (BIL)	\$97,982.00	\$24,495.50	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00

Promised Project/Requirements of 1300.41(b)	No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Alcohol Measurement Devices – 4 stars, CTW 1-30</li> <li>Drug testing for all offenders.</li> </ul>		
Subrecipients/Organization Type	Nebraska State Patrol Crime Laboratory a state agency.		

### Planned Activity: Special Enforcement Mini-Grants

Planned activity number: M5HVE-2025-07-00-00

#### Planned Activity Description

This grant provides funding to the HSO to use the mini-grant contract agreement process for special Impaired 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 Impaired fatal, A and B injury crashes.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 405D	Impaired Driving (BIL)	\$20,000.00	\$5,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>High-Visibility Saturation Patrols – 4 stars, CTW 1-29</li> <li>Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

### Program Area: Young Drivers

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

There were 118,664 licensed young drivers (between the ages of 16 and 20) in Nebraska in 2023. These drivers account for approximately 7.9 percent of the total licensed drivers in the state. However, this age group remains over-represented, 24.5% of fatal, A and B crashes and over 8% of alcohol-related fatal, A and B crashes.

The reduction of fatal and injury traffic crashes requires the continued combined efforts of an informed public, statewide coalition support and dedicated government officials willing to address young driver issues. Resources and support will be provided to local officials, businesses, high school faculty and staff, law enforcement, Teens in the Driver Seat, SADD, FCCLA and the Drive Smart Coalition members. The

project focus is on Graduated Drivers Licensing (GDL), Distracted Driving, Seat Belts, Nighttime Driving, and Alcohol (Zero Tolerance).

**Countermeasures:**

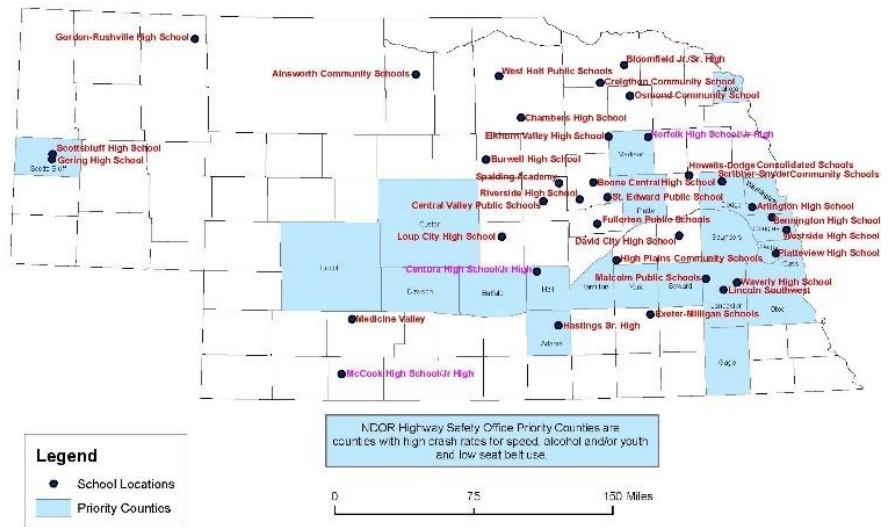
- Graduated Driver Licensing (GDL) – 5 stars, CTW 7-9
- GDL Learner’s Permit – 5 stars, CTW 7-11
- GDL Intermediate License Nighttime Restrictions – 5 stars, CTW 7-12
- GDL Intermediate License Passenger Restrictions – 5 stars, CTW 7-14
- Programs to Assist Parents/Guardians of Young Drivers – 2 stars, CTW 7-19

Based upon the proven success of GDL programs, the HSO continues to work with advocates and legislative groups to improve the current laws and enforcement.

**Teens in the Driver Seat**

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

**Nebraska School Locations of Teens in the Driver Seat**



Updated 1/2020

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

Nebraska Occupant Protection Plan

**How Significant is the Problem?**

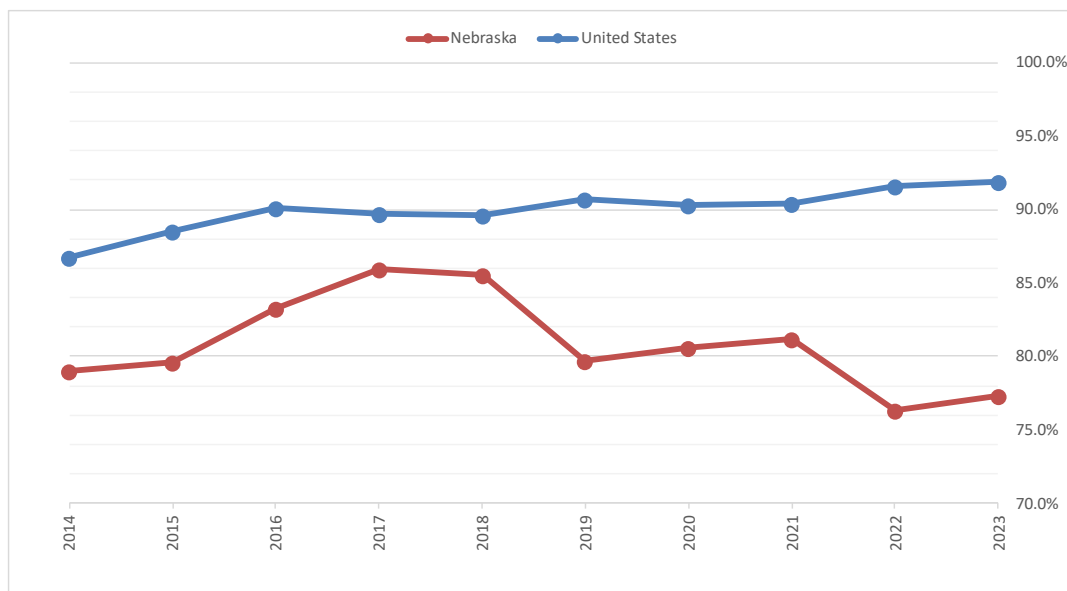
On Nebraska roadways, there were 487 unbelted vehicle occupant fatalities during 2019-2023, which is an average of 97 fatalities per year. This accounts for 42% of all traffic fatalities during the five-year period and approximately 6951% of all vehicle occupant fatalities, with 90 fatalities in 2019, 123 in 2020, 84 in 2021, 90 in 2022 and 100 in 2023.

Nebraska’s reported seat belt usage was 79.7% in 2019, 80.6% in 2020, 81.2% in 2021, 76.3% in 2022, and 77.3% in 2023.

**Countermeasures:**

- Strong Child Passenger Safety Laws – 5 stars, CTW 3-12
- Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW 3-15
- Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW 3-19
- Sustained Seat Belt Enforcement – 3 stars, CTW 3-21
- Employer-based programs – 3 stars, CTW 3-26
- Child Restraint Inspection Stations – 3 stars, CTW 3-33
  - The HSO is working with administration and many advocates to strengthen the seat belt law and the enforceability with plans to have a primary seat belt law introduced in the 2025 session. The LEL has been working with law enforcement agencies in the primary counties to participate in the enforcement events as well as improve the number of seat belt citations.

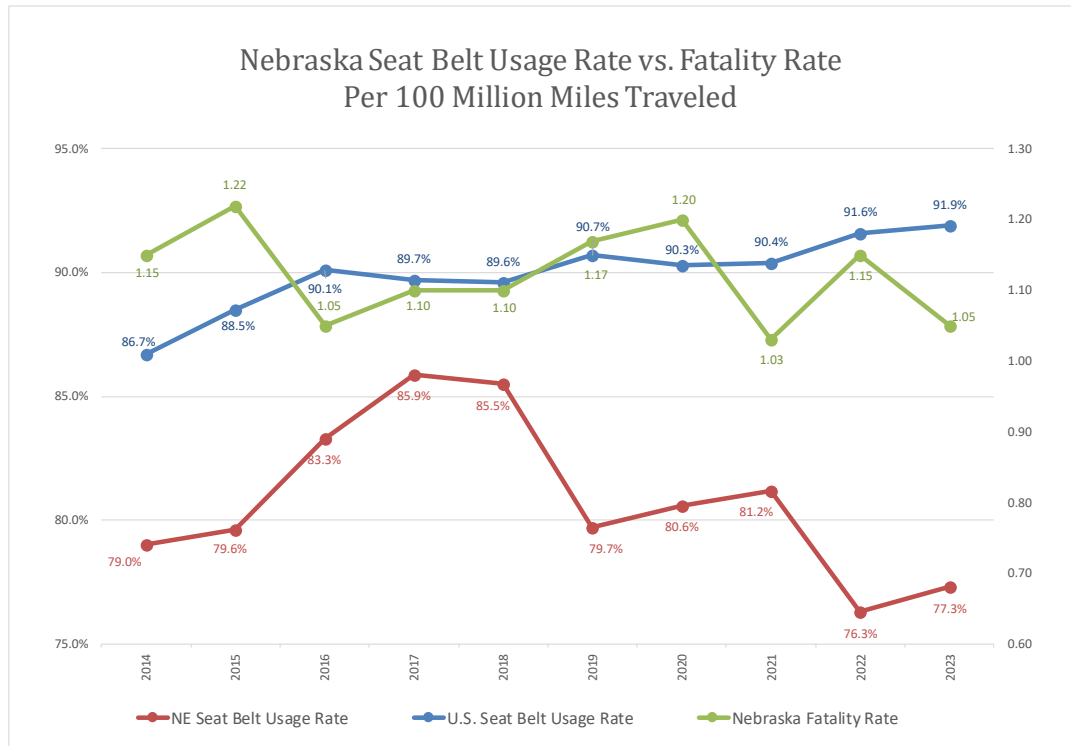
**NEBRASKA VS. UNITED STATES  
OBSERVED SEAT BELT USAGE RATES  
2014-2023**



THE CURRENT SEAT BELT LAW TOOK EFFECT ON JANUARY 1, 1993

Prepared by: NDOT - Highway Safety Office, PO Box 94612, Lincoln, NE 68509

Updated 7/3/2024



THE CURRENT SEAT BELT LAW TOOK EFFECT ON 1/1/93  
 Provided by: NDOT-Highway Safety Office, PO Box 94612, Lincoln, NE 68509  
 Last Date Modified: 7/3/2024

In 2023, the annual seat belt observation of children observed 94.6% (urban counties) were in child safety seat/booster seats and 82.5% (rural) were in child safety seat/booster seats.

Of those observed in safety seat/booster seats, 99.0% were in the rear seat of the vehicles observed and 0.6% were in the front seat. Of the small number of children not in safety seat/booster seats, 30.1% were in front seats.

**What is the Nebraska Target?**

To decrease the increasing trend of unrestrained passenger vehicle occupant fatalities in all seating positions by maintaining a constant trend of 97 (5 year rolling average in 2019-2023) through December 31, 2025, and December 31, 2026.

To reduce the decreasing trend of statewide observed seat belt use of front seat outboard occupants in passenger vehicles by maintaining a constant trend of 80.7 percentage points (5 year rolling average in 2019-2023) through December 31, 2025, and through December 31, 2026.

**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 at 75% (81) compared to urban traffic crashes at 25% (27) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 72 occupant fatalities reported in 2020 and 94% (51) were unbelted vehicle occupant fatalities. Overall seat belt use continues to be far below the national average at 77% in 2023.

There were 98 nighttime fatality crashes (6 PM – 6 AM) and 59 (60%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Crashes, 2020 data source.

81% of nighttime fatalities are unrestrained while 74% of daytime fatalities are unrestrained.

**Location: Nighttime Injuries (A)**

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

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

**Location: Nighttime Fatal**

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

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

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

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	8	2	6
20-24	3	0	3
25-34	11	1	10

35-44	9	1	8
45-54	4	1	3
55-64	5	0	5
65-74	4	0	4
>75	1	1	0
<b>Total</b>	<b>45</b>	<b>14</b>	<b>39 (87%)</b>

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

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

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

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

## **Child Passenger Safety Program**

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

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

The state will support approximately 20 inspection stations across the state. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands-on education and a federally approved car safety seat check. All inspection stations will receive information, social media, and materials so they can take part in Child Passenger Safety Month (September) and Seat Check Saturday. Additionally, social media and infographic fliers will be provided to technicians, organizations and the public about Heatstroke prevention.

The HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events, and local health departments across the state. The majority of funding goes to underserved residents in the 25 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 2025 and continued education and outreach regarding the child safety seat law that became effective January 2019.

## Rural Population

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

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

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2025, and continued education and outreach regarding the 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 website has a dedicated CPS page for education and outreach.

## At-Risk Population (Rural and Nighttime)

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

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

## Occupant Protection Planned Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multimedia Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations with increased involvement of the LEL to continue to increase citations
- NDOT Highway Safety Office community engagement at community events to include the underserved rural, youth and low belt use communities
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)



- Child Passenger Safety Program (Inspection Stations and Checkup Events)
- Child Passenger Safety Update for CPSTs (June 2025)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat
- Provide information and resources to local health departments to better reach unbelted occupants in their local area

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

- Nebraska will participate in the CIOT national mobilization in FY2025. The HSO generally awards between 45 and 70 grants (including STEP Grants) for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 5,000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies report activity after they participate in the enforcement effort without funding assistance.
- In addition to the expected earned media generated by the mobilization activity, beginning May 2025, 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, digital and social media marketing), print (newspaper and magazine), and billboard (roadside and truck side). The CIOT campaign will carry out pre- and post-paid media.
- Furthermore, to complement the nationally designated CIOT enforcement period of May 2025, the HSO annually designates Thanksgiving week as a Nebraska Buckle Up mobilization. The FY2025 Thanksgiving CIOT campaign will run in November 2024, with overtime funding assistance awarded to 45 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

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

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

### **Sustain Statewide Enforcement Operations**

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November), the HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement and a majority being weekend operations with priority given to the 25 priority counties with the highest fatal and serious injury crashes. FY2025 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

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

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

## **405(b) Occupant Protection Grant**

Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2025. The HSO generally awards between 45 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol with priority given to the 25 priority counties (page 7) that account for 80% of fatal and serious injury crashes. This makes the total of 70% of all Nebraska unrestrained fatalities included in these counties. This results from 5,000 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies report that they will participate in the enforcement effort without funding assistance.

## Nebraska law enforcement agencies planning to participate in conducting selective overtime enforcement during the FY2025 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			

## Child restraint inspection stations

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

Source: Population Estimate as of July 2021, U.S. Census Bureau, 2020

## **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:
  - 20 Inspection Stations
- Inspections are either by appointment and/or on a walk-in basis, varying by location.
- Serve 73 of Nebraska's 93 counties.
  - 22 state-wide instructors
- Minimum of 4 training classes offered per year.
  - 1 yearly Child Passenger Safety Update with 6 continuing education credits for recertification
- Planned Inspection Stations And/or Events Serving Each of The Following Population Categories:
  - Urban - 20
  - Rural - 20
  - At-Risk – 20
- Per 23 CFR 1300.21(e)(4), all Nebraska counties contain at least one of the following at-risk populations, by which all Inspection Stations serve at-risk populations:
  - Drivers on rural roadways.
  - Unrestrained nighttime drivers.
  - Teenage drivers.

### **Certification:**

- All Inspection Stations/Events are staffed with at least one current national certified Child Passenger Safety Technician.
  - 367 current nationally certified Child Passenger Safety Technicians.

### **Population with CPS Technicians/Inspection Stations:**

- 95% live in a county with a CPS Technician.
- 86% live in a county served by a Safe Kids program and/or an Inspection Station.

### **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 and 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 the 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-2025-12-00-00

**Planned Activity Description**

Funding is provided through the mini-grant agreement process for resources to support the 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/caregivers. Child safety seats will support local inspection stations checkup events and drop-in services (inspection for properly installed CSS, information on the new law (2019) and check for expired or recall issues) for the public. When needed, inspection stations will implement virtual seat checks and implement the new National Digital Check Form in cooperation with the National Safety Council and NHTSA.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act 405b OP Low	405b Low CSS Purchase/Distribution (BIL)	\$106,000.00	\$26,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Programs for Increasing Child Restraint and Booster Seat Use – CTW, 2 stars, 3-31</li> </ul>			

	<ul style="list-style-type: none"> <li>NHTSA requirement</li> </ul>
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes non-profits, vendors & local health departments & agencies that are car seat inspection stations.

### Planned Activity: Child Passenger Safety Training

Planned activity number: M2TR-2025-09-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act 405b OP Low	405b Low Training (BIL)	\$95,000.00	\$23,750.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Training for all aspects of CPS to include all listed countermeasures in all other projects.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments & agencies.			

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

Planned activity number: M2HVE-2025-14-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405b OP Low	405b Low HVE (BIL)	\$238,000.00	\$59,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW 3-15</li> <li>• Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW 3-19</li> <li>• Sustained Seat Belt Enforcement – 3 stars, CTW 3-21</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement agencies.			

### Planned Activity: Occupant Protection Information System

Planned activity number: M2OP-2025-13-00-00

#### Planned Activity Description

This project will provide funding through the mini-grant process to contract with an experienced survey firm to conduct statewide scientific and statistically valid observed seat belt and child restraint surveys. This is to establish an annual baseline for measurement of changes in 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) by engaging with the NSP Community Service Officers (CSOs). The CSOs identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues with priority given to the 25 priority counties (page 7) to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games “Friday Night Lights” demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act 405b OP Low	405b Low OP Information System (BIL)	\$73,800.00	\$18,450.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach <ul style="list-style-type: none"> <li>○ Occupant protection – 4 stars, CTW 3-22</li> </ul> </li> <li>• Education on all aspects of seat belt use and other countermeasures</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors.			



## Planned Activity: Occupant Protection Overtime Enforcement

Planned activity number: OP-2025-05-00-00

### Planned Activity Description

Funding to state and local law enforcement agencies with priority given to the 25 priority counties (page 7) through the mini-grant contract agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies will receive funding assistance for overtime salaries to increase enforcement.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Occupant Protection ((BIL))	\$400,000.00	\$100,000.00	\$400,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Short-Term, High-Visibility Seat Belt and Child Passenger Safety Law Enforcement – 5 stars, CTW 3-15</li> <li>• Nighttime, High-Visibility Seat Belt Law Enforcement – 4 stars, CTW 3-19</li> <li>• Sustained Seat Belt Enforcement – 3 stars, CTW 3-21</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

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

Planned activity number: OP-2025-37-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Occupant Protection (BIL)	\$80,285.00	\$20,071.25.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Employer-based programs – 3 stars, CTW 3-26</li> </ul>			
Subrecipients/Organization Type	Nebraska Safety Council a local nonprofit.			

## 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/neoccpotassessmentreportpdf.pdf>

## Program Area: Distracted Driving

### Description of Highway Safety Problems

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

This program area provides funds to HSO for the development/creation/production/placement 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 devices. Participating agencies will receive funding assistance for overtime salaries.

### Countermeasures:

- GDL Passenger Limits for Young Drivers – 5 stars, CTW 5-10
- High-Visibility Cell Phone Enforcement – 4 stars, CTW 5-14
- Employer Programs – 2 stars, CTW 5-17
- Public Participation and Engagement with Youth (as an over-represented group in crashes) – Required by NHTSA
  - Based upon the proven success of current GDL laws, Nebraska will continue to work to strengthen the GDL Laws to meet the National Standards. The HSO has been meeting with several youth groups to discuss distracted and other dangerous driving and have implemented the suggestion of educational programs during school and will continue these programs in FY25 as well as additional meetings/engagement with youth.

### Planned Activity: Employer Distracted Driving Education Campaign

Planned activity number: DD-2025-38-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act NHTSA 402	Occupant Protection (BIL)	\$128,000.00	\$32,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Employer Programs – 2 stars, CTW 5-1</li> </ul>			
Subrecipients/Organization Type	National Safety Council, Nebraska local nonprofit.			

### 405e Distracted Driving

Grant provides funding for HSO for distracted driving traffic incident involvement.

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

Planned activity number: B8LX-2025-01-00-00

#### Planned Activity Description

This project provides funds to the HSO for the development/creation/production/placement of educational messaging. This includes print and electronic messaging, multimedia campaigns (using paid media and social media formats), and local agency/organization mini-grant agreements to increase general public awareness regarding the issues of distracted driving, focusing on youth 15 to 24 years of age in the 25 priority counties (see page 7). This project will provide funds to the HSO to support National Teen Driver Safety Month in October and Distracted Driving Awareness Month in April.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 405e	Distracted Driving (BIL)	\$175,000.00	\$43,750.00	\$0
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Mass media campaigns, communications, and outreach</li> </ul>			

	<ul style="list-style-type: none"> <li>○ Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones</li> </ul>
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments & agencies.

## 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.

### Countermeasures:

- High-Visibility Saturation Patrols – 4 stars, CTW 1-29
- STEP Grant Program – Included in recommendations from NHTSA Management Reviews
- Law Enforcement Liaison - Included in recommendations from NHTSA Management Reviews
  - Based upon the proven success of the high visibility enforcement and NHTSA requirements, the HSO will continue this program. Nebraska is working with the recently added LEL to increase agencies participating in enforcements as well as the effectiveness of the enforcements.

### Planned Activity: Traffic Law Enforcement

Planned activity number: PT-2025-26-00-00

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Police Traffic Services ((BIL))	\$103,850.00	\$25,962.50	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00

Countermeasures	Training for all law enforcement to carry out all other countermeasures in all program areas.
Subrecipients/Organization Type	Nebraska Law Enforcement Training Center a state agency.

### Planned Activity: Special Traffic Enforcement Program (STEP)

Planned activity number: PT-2025-28-00-00 and M5IS-2025-05-00-00

#### Planned Activity Description

Funding is to state and local law enforcement agencies through the STEP Grant agreement process for selective traffic overtime enforcement and to increase law enforcement participation with continuous activity throughout the year. To be eligible for STEP grant funding, law enforcement agencies must agree to make every effort to engage in Click It or Ticket, Drive Sober or Get Pulled Over and at least one of the Winter Holiday campaigns for a minimum 3 of the 4 STEP campaigns annually. Enforcement and local agency activities will target the specific traffic safety issues as identified in their baseline information. The agency will tailor the location of STEP enforcements utilizing a data driven approach. Using data driven analysis will ensure that mobilizations target the areas in their locale where traffic safety infractions are a serious issue. Special attention shall be made to the Primary Focus as outlined in each individual campaign while increasing compliance with all Nebraska Traffic Safety laws.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$700,000.00	\$175,000.00	\$700,000.00
BIL ACT NHTSA 405D	Impaired Driving	\$600,000.00	\$150,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• High-Visibility Saturation Patrols – 4 stars, CTW 1-29</li> <li>• Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> <li>• Sustained Seat Belt Enforcement – 3 stars, CTW 3-21</li> <li>• Enforcement in all program areas.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

### Planned Activity: Traffic Selective Overtime Enforcement

Planned activity number: PT-2025-27-00-00

#### 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 25 priority counties

(see page 7). Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Police Traffic Services ((BIL))	\$150,000.00	\$37,500.00	\$135,000.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• High-Visibility Saturation Patrols – 4 stars, CTW 1-29</li> <li>• Enforcement of Drug-Impaired Driving – 3 stars, CTW 2-16</li> <li>• Sustained Seat Belt Enforcement – 3 stars, CTW 3-21</li> <li>• Enforcement in all program areas.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

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

Planned activity number: PT-2025-42-00-00

#### 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) High Visibility Enforcements, Traffic Occupant Protection Strategies (TOPS), Crash Reconstruction, Drug Recognition Expert (DRE), Advanced Roadside Impairment Driving Enforcement (ARIDE) and Occupant Protection Instructor/Technician training.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT NHTSA 402	Police Traffic Services (BIL)	\$80,000.00	\$20,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Training and resource education for all law enforcement to carry out all programs.			
Subrecipients/Organization Type	Bruce Okamoto – Vendor/Contractor.			

### Program Area: Racial Profiling Data Collection

#### Project Safety Impacts

The HSO will provide overall general support to improve traffic records information and develop a statewide reporting system to record traffic stop information and allow for evaluation of the data for

traffic records system support. This project will also provide a mechanism for local entities to apply for mini grants to upgrade and improve their traffic records system capabilities and educate law enforcement and the public.

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

Planned activity number: F1906CMD-2025-01-00-00

**Planned Activity Description**

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

**Countermeasures:**

- Require Law Enforcement to Collect Racial Information in Traffic Stops – Required by NHTSA to qualify for 1906 funding.
- Perform analysis of Racial Data Collected – Required by NHTSA to qualify for 1906 funding.
  - Nebraska will continue to collect and analyze the racial data in traffic stops. We have contracted to perform a detailed analysis of the existing data to provide better information about what training or additional education may be necessary. The HSO is also developing new programs within the project to have law enforcement engage with the local communities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$3,500,000.00	\$875,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Require Law Enforcement to Collect Racial Information in Traffic Stops – Required by NHTSA to qualify for 1906 funding.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

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

Planned activity number: F1906ER-2025-02-00-00

**Planned Activity Description**

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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BIL 1906 Prohibit Racial Profiling	1906 Evaluating Results	\$120,000.00	\$30,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Perform analysis of Racial Data Collected – Required by NHTSA to qualify for 1906 funding.</li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes state agencies & vendors.			

## 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 speed -related fatal, A and B traffic injuries across the state and in the HSO Priority Counties (see page 7).

#### Countermeasures:

- High Visibility Enforcement – 4 stars, CTW 4-31
  - Due to the success of enforcement, Nebraska will continue to participate in the National HVE as well as individual local enforcement campaigns where necessary. Nebraska is working with the recently added LEL to increase agencies participating in enforcements as well as the effectiveness of the enforcements.

### Planned Activity: Speed Selective Overtime Enforcement

Planned activity number: SC-2025-33-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Speed Enforcement ((BIL))	\$310,000.00	\$77,500.00	\$272,500.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00



Countermeasures	<ul style="list-style-type: none"> <li>High Visibility Enforcement – 4 stars, CTW 4-31</li> </ul>
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.

## 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.

### Countermeasures:

- Maintain a Statewide Traffic Records System and demonstrate progress for improvement. - 23 CFR 1300.22(b)(3)
- Create a Statewide Traffic Records Inventory. – 2021 Traffic Records Assessment, page 6
  - Based upon the proven success of the traffic records program to continue to provide more accurate, complete and timely data, Nebraska will continue to improve traffic records.

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

Traffic records coordinating committee (TRCC)

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

- July 20, 2023
- October 19, 2023
- January 18, 2024
- April 18, 2024

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

Name of State's Traffic Records Coordinator:

Ashley Pick

Title of State's Traffic Records Coordinator:

Federal Aid Administrator II

### Planned Activity: Traffic Records Coordination / Training

Planned activity number:

B3TRP-2025-16-00-00

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 provide traffic records training or use the mini-grant agreement process to support TRCC members and personnel to

attend traffic records meetings and workshops that will aid in the continued Nebraska traffic records system development, implementation and improvement.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL ACT 405c Data Program	405c Data Program (BIL)	\$200,000.00	\$50,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Gathering and analyzing accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement & state agencies.			

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

Planned activity number: B3SA-2025-01-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$379,600.00	\$94,900.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska Crime Commission state agency.			

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

Planned activity number: B3RSRCH-2025-14-00-00

#### Planned Activity Description

Grant funding to the Nebraska Department of Health & Human Services (DHHS) to create a CODES database linking four separate databases: crash, EMS, Hospital Discharge, and death certificate data. The Crash Outcome Data Evaluation System (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 Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$225,000.00	\$56,250.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska Department of Health & Human Services (DHHS) a state agency.			

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

Planned activity number: B3C-2025-15-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$271,000.00	\$67,750.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska Department of Health and Human Services a state agency.			

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

Planned activity number: B3RSRCH-2025-17-00-00

### Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Injury Related Hospital Discharge (E-Code) and Emergency Medical Services (EMS) link to the Crash Outcome Data Evaluation System (CODES) database. As two minimum data sets that the CDC recommends for injury surveillance, E-code data and EMS data are major information sources 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 develop quarterly and annual data quality assessment reports for the reporting hospitals.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	65,203.00	\$16,300.75	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska Department of Health and Human Services a state agency.			

## Planned Activity: Nebraska Injury Surveillance Improvement: Traffic Safety Data Inventory Project

Planned activity number: B3RSRCH-2025-18-00-00

### Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) to develop a traffic safety data inventory. Health outcome-focused data such as Death, HDD, EMS, and CODES have been used to address traffic safety concerns. However, several additional data sets can possibly be integrated into the performance evaluation, such as trauma registry, traumatic brain injury (TBI), syndromic surveillance data, Behavioral Risk Factor Surveillance System (BRFSS), Youth Risk Behavior Surveillance System (YRBS), sales of alcohol, and observed seat belt use data. Moreover, recently emerged data sources such as Electronic Health Records, rehab/disability, social media, web surveys, and many other traffic safety-related data sets. Social determinants of health (SDOH) are also much-needed information to understand the contributing factors to traffic safety concerns. The current inventory of data sources includes the Crash data, Hospital Discharge Data, EMS, Death Certificate data, and DMV data. The target goal of data sets for FY25 is to increase at least one more data set for the racial profiling project, which will develop a more complete, accurate, and up-to-date inventory of data sources related to traffic safety in the state of Nebraska by September 30, 2025.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$65,203.00	\$16,300.75	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska Department of Health and Human Services a state agency.			

### Planned Activity: Traffic Records

Planned activity number: TR-2025-30-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL NHTSA 402	Traffic Records (BIL)	\$215,000.00	53,750.00	\$107,500.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

### Planned Activity: Traffic Records Training

Planned activity number: B3SP-2025-20-00-00

#### Planned Activity Description

Grant funding to the HSO to pay for training travel, materials, and instructor activities expenses. The primary objective of this project is to support traffic records improvements and provide funding for law enforcement, Emergency Medical Services (EMS), judicial, prosecutorial, and traffic records professionals.

This project aims to enhance training for law enforcement on entering crash data. The training will be designed to educate law enforcement officers and other traffic records personnel on data entry practices, ensuring accurate and timely recording of traffic records data. Additional training sessions may be incorporated to provide technical assistance and address updates in data management systems.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$100,000.00	\$25,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement.			

### Planned Activity: Traffic Records Reporting

Planned activity number: B3RPTE-2025-21-00-00

#### Planned Activity Description

Grant funding to the HSO to pay external research agencies to conduct comprehensive studies and analysis on emerging topics. The target of this project is to strengthen road safety measures by incorporating up-to-date data and insights into evidenced based decision making and public awareness campaigns.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	405c Data Program (BIL)	\$200,000.00	\$50,000.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes state agencies, vendors & local health departments & agencies.			

### Planned Activity: Nebraska State Patrol - TRACS

Planned activity number: B3SA-2025-19-00-00

#### Planned Activity Description

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

Analyst position. The target of this project is to reduce the average amount of time from a crash to the data being submitted to NDOT by 10% by reducing the amount of effort for Law Enforcement to complete the form from the average for calendar year 2023 was 5.31 Days to 4.779 days.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL 405c Data Program	Traffic Records (BIL)	\$84,875.00	\$21,218.75	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	Providing the systems and equipment to gather and analyze accurate traffic records data to perform all programs.			
Subrecipients/Organization Type	Nebraska State Patrol a state agency.			

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

Nebraska Traffic Records Coordinating Committee				Revised 4/18/2024
Name	System	Agency	E-mail address	Committee
Anshasi, Abe	Roadway	Federal Highway Administration	<a href="mailto:abe.anshasi@dot.gov">abe.anshasi@dot.gov</a>	Technical TRCC
Beedle, Cathy	Driver/Vehicle	Nebraska Department of Motor Vehicles	<a href="mailto:cathy.beedle@nebraska.gov">cathy.beedle@nebraska.gov</a>	Technical TRCC/Contributor
Bell, Jennifer	Roadway	Federal Motor Carrier Administration	<a href="mailto:jennifer.bell@dot.gov">jennifer.bell@dot.gov</a>	Technical TRCC
Bellefeuille, Stacy	Citation/Adjudication	Nebraska Crime Commission	<a href="mailto:stacey.bellefeuille@nebraska.gov">stacey.bellefeuille@nebraska.gov</a>	Technical TRCC/Contributor
Bigham, Drew	Citation/Adjudication	Nebraska Crime Commission	<a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a>	Technical TRCC/Contributor
Buldoc, Colonel John	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:john.buldoc@nebraska.gov">john.buldoc@nebraska.gov</a>	Executive Committee
Butler, Don	Roadway	Nebraska Department of Transportation	<a href="mailto:don.butler@nebraska.gov">don.butler@nebraska.gov</a>	Technical TRCC
Caradori, Captain Sean	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:sean.caradori@nebraska.gov">sean.caradori@nebraska.gov</a>	Technical TRCC
Carnes-Woutzke, Nicole	Citation/Adjudication	Nebraska Crime Commission	<a href="mailto:nicole.carneswoutzke@nebraska.gov">nicole.carneswoutzke@nebraska.gov</a>	Technical TRCC/Contributor
Coatney, Matt	Driver/Vehicle	Nebraska Department of Motor Vehicles	<a href="mailto:matt.coatney@nebraska.gov">matt.coatney@nebraska.gov</a>	Technical TRCC/Contributor
Denton, Martin	Citation/Adjudication	Nebraska State Patrol Captain	<a href="mailto:martin.denton@nebraska.gov">martin.denton@nebraska.gov</a>	Technical TRCC
Dostal, Shane	Roadway	Lincoln Public Works	<a href="mailto:sdostal@lincoln.ne.gov">sdostal@lincoln.ne.gov</a>	Technical TRCC
Halloran, Jeff	NHTSA Region 7	National Highway Traffic Safety Administration	<a href="mailto:jeff.halloran@dot.gov">jeff.halloran@dot.gov</a>	Technical TRCC
Hood, John	Crash	Nebraska Department of Transportation	<a href="mailto:john.hood@nebraska.gov">john.hood@nebraska.gov</a>	Technical TRCC
Johnson, Betty	Driver/Vehicle	Nebraska Department of Motor Vehicles	<a href="mailto:betty.johnson@nebraska.gov">betty.johnson@nebraska.gov</a>	Technical TRCC/Contributor
Keniston, Kimberly	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:kimberly.keniston@nebraska.gov">kimberly.keniston@nebraska.gov</a>	Technical TRCC/Contributor
Khattak, Aemal	Injury Surveillance	University of Nebraska - Lincoln	<a href="mailto:khattak@unl.edu">khattak@unl.edu</a>	Technical TRCC/Contributor
Kovarik, Bill	Administrator	NDOT Highway Safety Office	<a href="mailto:william.kovarik@nebraska.gov">william.kovarik@nebraska.gov</a>	Executive Committee Chair
Lackey, Ken	Driver/Vehicle	Nebraska Department of Motor Vehicles	<a href="mailto:kenneth.lackey@nebraska.gov">kenneth.lackey@nebraska.gov</a>	Technical TRCC
Li, Lifeng	Injury Surveillance	Department of Health and Human Services	<a href="mailto:Lifeng.Li@nebraska.gov">Lifeng.Li@nebraska.gov</a>	Technical TRCC/Contributor
Li, Qianqian	Injury Surveillance	Department of Health and Human Services	<a href="mailto:qianqian.li@nebraska.gov">qianqian.li@nebraska.gov</a>	Technical TRCC/Contributor
Lucas, Charlie	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:charlie.lucas@nebraska.gov">charlie.lucas@nebraska.gov</a>	Technical TRCC/Contributor
McVey, Greg	TRCC	NDOT Highway Safety Office	<a href="mailto:greg.mcvey@nebraska.gov">greg.mcvey@nebraska.gov</a>	Technical TRCC/Contributor
Medinger, Sue	EMS/Injury	Department of Health and Human Services	<a href="mailto:sue.medinger@nebraska.gov">sue.medinger@nebraska.gov</a>	Technical TRCC
Moy, Walter	Highway Inventory	Nebraska Department of Transportation	<a href="mailto:walter.moy@nebraska.gov">walter.moy@nebraska.gov</a>	Technical TRCC/Contributor
Ngochoch, Andrew	Statewide Trauma R	Department of Health and Human Services	<a href="mailto:andrew.ngochoch@nebraska.gov">andrew.ngochoch@nebraska.gov</a>	Technical TRCC
Nguyen, Nam	Roadway	NDOT - Intermodal Planning	<a href="mailto:nam.nguyen@nebraska.gov">nam.nguyen@nebraska.gov</a>	Technical TRCC
Owings, Sean	Crash	Nebraska Department of Transportation	<a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a>	Technical TRCC/Contributor
Pelowski, Major Jeff	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:jeff.pelowski@nebraska.gov">jeff.pelowski@nebraska.gov</a>	Technical TRCC
Pester, Michelle	Citation/Adjudication	Nebraska Crime Commission	<a href="mailto:Michelle.Pester@nebraska.gov">Michelle.Pester@nebraska.gov</a>	Technical TRCC/Contributor
Pick, Ashley	TRCC	NDOT Highway Safety Office	<a href="mailto:ashley.pick@nebraska.gov">ashley.pick@nebraska.gov</a>	Technical TRCC Coordinator
Qu, Ming	Injury Surveillance	Department of Health and Human Services	<a href="mailto:ming.qu@nebraska.gov">ming.qu@nebraska.gov</a>	Technical TRCC/Contributor
Quintana-Zinn, Felicia	Injury Surveillance	Department of Health and Human Services	<a href="mailto:felicia.quintana-zinn@nebraska.gov">felicia.quintana-zinn@nebraska.gov</a>	Technical TRCC/Contributor
Reynolds, Crystal	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:crystal.reynolds@nebraska.gov">crystal.reynolds@nebraska.gov</a>	Technical TRCC/Contributor
Sia, Kar (Logan)	Roadway	NDOT - Intermodal Planning	<a href="mailto:kar.sia@nebraska.gov">kar.sia@nebraska.gov</a>	Technical TRCC
Sidhu, Savita	Injury Surveillance	Department of Health and Human Services	<a href="mailto:savita.sidhu@nebraska.gov">savita.sidhu@nebraska.gov</a>	Technical TRCC/Contributor
Smith, Shane	Citation/Adjudication	Nebraska Supreme Court - Court Services	<a href="mailto:shane.smith@nejudicial.gov">shane.smith@nejudicial.gov</a>	Technical TRCC
Spanke, Monica	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:monica.spanke@nebraska.gov">monica.spanke@nebraska.gov</a>	Technical TRCC
Thurber, Zachery	Roadway	Nebraska Department of Transportation	<a href="mailto:zachery.thurber@nebraska.gov">zachery.thurber@nebraska.gov</a>	Technical TRCC/Contributor
Velte, Sergeant Sean	Citation/Adjudication	Nebraska State Patrol	<a href="mailto:sean.velte@nebraska.gov">sean.velte@nebraska.gov</a>	Technical TRCC
Vierk, Ed	Citation/Adjudication	Attorney General's Office	<a href="mailto:ed.vierk@nebraska.gov">ed.vierk@nebraska.gov</a>	Technical TRCC
Waddle, Dan	Roadway	Nebraska Department of Transportation	<a href="mailto:dan.waddle@nebraska.gov">dan.waddle@nebraska.gov</a>	Technical TRCC
Wagner, Sheriff Terrence	Citation/Adjudication	Lancaster County Sheriff's Office	<a href="mailto:twagner@lancaster.ne.gov">twagner@lancaster.ne.gov</a>	Executive Committee
Wilson, Tim	EMS/Injury Surveillance	Department of Health and Human Services	<a href="mailto:tim.wilson@nebraska.gov">tim.wilson@nebraska.gov</a>	Executive Committee
Wolfe, Lisa	Driver/Vehicle	Nebraska Department of Motor Vehicles	<a href="mailto:lisa.wolfe@nebraska.gov">lisa.wolfe@nebraska.gov</a>	Technical TRCC
Zhang, Yongjun	Injury Surveillance	Department of Health and Human Services	<a href="mailto:Yongjun.Zhang@nebraska.gov">Yongjun.Zhang@nebraska.gov</a>	Technical TRCC

## Program Area: Motorcycle Safety

### 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.

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.

**Countermeasures:**

- Motorcycle Rider Training – 2 stars, CTW 6-16
  - Based upon the proven success of the motorcycle training program, Nebraska will continue to promote the training and maintain it as a minimum requirement for riders who choose not to wear a helmet. The HSO will continue to work with the large group of advocates to reinstate the all-rider helmet law that was reduced in 2024.

## Nebraska Motorcycle Rider Training

### Planned Activity: Motorcycle Training Assistance

Planned activity number: M11MT-2025-02-00-00

#### 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 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 FY2025, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act 405f Motorcycle Programs	405f Motorcyclist Training (BIL)	\$50,000.00	\$12,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>Motorcycle Rider Training – 2 stars, CTW 6-16</li> </ul>			
Subrecipients/Organization Type	Department of Motor Vehicles a state agency.			

**The July 2024-July 2025 Motorcycle Safety Course schedule.**

<b>Buffalo County Nebraska Safety Center- University of Nebraska - Kearney</b>									
2024	7/13-14	7/27-28	8/3-4	8/24-25	9/14-15	9/21-22	9/28-29	10/5-6	
	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Dakota County Western Iowa Motorcycle Training , LLC</b>									
2024	7/19-21	8/9-11	8/16-18	9/13-15					
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Douglas County – Dillion Brothers Harley-Davidson - Omaha</b>									
2024	7/1-2	7/6-7	7-9-11	7/9-11	7/9/-14	7/16-18	7/23-28	8/1-4	8/6-8
	8/8-11	8/13-18	8/22-25	8/27-29	9/5-8	9/10-12	9/26-29	10/1-3	10/3-6
	10/10-13	10/17-20	10/22-24						
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Lancaster County – Nebraska Safety Council - Lincoln</b>									
2024	7/5-7	7/12-14	7/19-21	7/26-28	8/2-4	8/9-11	8/23-25	8/30-9/1	9/6-8
	9/6-8	9/13-15	9/20-22	9/27-29	10/4-6	10/11-13			
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Lancaster County – Southeast Community College - Lincoln</b>									
2024	7/12-14	7/19-21	7/26-28	8/2-4	8/9-11	8/16-18	8/23-25	9/13-15	9/20-22
	9/27-29	10/4-6							
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Lancaster County – Frontier Harley-Davidson - Lincoln</b>									
2024	7/9-14	7/16-21	7/23-28	8/6-11	8/20-22	8/29-9/1	9/3-8	9/10-12	9/17-19
	9/17-22	10/1-3	10/1-6	10/8-10	10/15-17	10/15-20	10/22-24		
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Madison County – Northeast Community College - Norfolk</b>									
2024	7/11-14	7/26-28	8/2-4	8/16-18	9/6-8	9/20-22			
2025	NA	NA	NA	NA					
<b>Mid-Plains Community College – North Platte</b>									
2024	7/20-21	7/27-28	8/3-4	8/17-18	9/7-8	9/21-22	10/5-6		
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Sarpy County Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue</b>									
2024	7/5-7	7/6-7	7/12-14	7/13-14	7/19-21	7/20-21	7/26-28	7/27-28	8/2-4
	8/9-11	8/10-11	8/16-18	8/23-25	9/6-8	9/7-8	9/13-15	9/14-15	9/20-22
	9/21-22	9/27-29	9/28-29	10/4-6	10/5-6	10/11-13	10/12-13	10/18-20	10-19-20
	10/25-27	10/26-27	11/2-3						
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA
<b>Western Nebraska Community College Abby's 3-2-1 Motorcycle Training</b>									
2024	7/6-7	7/20-21	7/24-25	8/3-4	8/10-11	9/21-22	10/12-13	10/19-20	
2025	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 405(f) Motorcyclist Safety Grant

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

Motorcycle rider training course: .....Yes

Motorcyclist awareness program: .....Yes

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

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

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

Introductory rider curricula that 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	Number of registered motorcycles
Adams	1,012	Hall	1,619
Buffalo	1,500	Dawson	617
Dakota	502		
Douglas	9,132	Dodge & Washington	2,160
Lancaster	6,147	Gage & Seward	1,274
Lincoln	1,383		
Madison	1,238	Platte	887
Sarpy	4,414	Saunders	870
State Total	50,725	Total	65%

Source: Nebraska Department of Motor Vehicles - 2023

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

## Motorcyclist awareness program

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

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

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

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

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

Total # of MC injury crashes in Nebraska involving another motor vehicle in  
2019-2023

County	2019	2020	2021	2022	2023
Douglas	70	73	77	39	77
Lancaster	63	46	47	52	46
Sarpy	13	14	10	16	11
Hall	5	8	8	9	11
Lincoln	5	5	7	8	5
Dodge	10	6	2	6	2
Scotts Bluff	8	4	2	4	6
Buffalo	2	5	3	5	7

Madison	3	2	7	2	3
Adams	3	2	3	4	1
Red Willow	2	2	3	3	
Washington		2	2	3	3
Dawson	2	2		1	4
Box Butte		2	3	2	1
Cass	3	2	2	1	
Gage	4		3	1	
Seward	2	3	1	1	1
Hamilton		3	1	2	1
Keith		3			3
Total Statewide	199	188	195	170	202

### Planned Activity: Motorcycle Public Information and Education

Planned activity number: M11MA-2025-01-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
BIL Act 405f Motorcycle Programs	405f Motorcyclist Awareness (BIL)	\$75,000.00	\$18,750.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"> <li>• Mass media campaigns, communications, and outreach               <ul style="list-style-type: none"> <li>○ Distracted driving, pedestrians/bicyclists, motorcyclists, young drivers, older drivers, CMVs, work zones</li> </ul> </li> </ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments & agencies.			

## Program Area: Preventing Roadside Deaths

Pedestrian fatalities continue to be an issue in Nebraska averaging over 20 per year (2018-2022 average) and many are roadside fatalities. Occupants that exit stalled or damaged vehicles, emergency personnel assisting motorists, law enforcement and construction workers continue to be killed each year due to roadside deaths caused by distracted drivers. Nebraska has seen nearly 3,000 work-zone crashes from 2019-2023 with multiple fatalities. This funding will assist in reducing crashes involving DOT, Police, Fire, and EMS vehicles parked at roadside incidents and construction areas. Thus, reducing the number of pedestrian roadside deaths and injuries. First responders and DOT employees are highly at risk of being involved in crashes and receiving significant or fatal injuries as pedestrians. Data demonstrates that increasing emergency lighting on emergency vehicles achieves limited effectiveness in ensuring motorist compliance with Move Over, Slow Down Nebraska.

For vehicle warning systems to be effective, warnings must be conspicuous and visible to vehicle operators. As an alerting solution, emergency lights function as a short-range visual warning method with no direct connection to an approaching driver. Digital alerting functions as a medium-range warning method delivered digitally from equipped responder vehicles directly to motorists inside their vehicles. Alerts are received inside vehicles through a growing number of systems, including popular vehicle and application navigation systems. Many of these systems require no specific actions or registrations from motorists for alerts to be received.

Digital alerting reduces the likelihood of a collision with roadside responders by giving motorists critical additional time to identify upcoming hazards. Additional seconds of advance warning are critical to saving lives, and digital alerts provide up to 30 seconds of advance warning.

Nebraska will deploy digital alerting technology as a software service to DOT, Police, Fire, and EMS. Equipping vehicles with the ability to send digital alerts to approaching vehicles will provide the advance notice necessary to reduce roadside pedestrian deaths and injuries. Programmatic monitoring will be captured in monthly reports demonstrating performance indicators including total number of drivers that were alerted and incidents responded to.

### Planned Activity: Digital Alerting Countermeasure Grants

Planned activity number: M11MA-2025-01-00-00

#### Planned Activity Description

Equipping DOT, Police, Fire, and EMS vehicles that operate roadside with digital alerting technology providing early warning to drivers operating vehicles withing the vehicle. Digital alerting technology differs from all past methods utilized to notify a driver of an approaching hazard by bringing the alert to within the vehicle to gain the drivers attention. Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents.

#### Performance Measures:

All performance measure for FY2024-2026 are included in the Triennial HSP. This project is based on C1, C10 & the state distracted driving measure.

**Target:**

To increasing the number of digital alert devices that are installed in emergency vehicles in Nebraska by 50 percent (from the current 23 agencies (fire, police, EMS, and towing) with a total of 196 devices) to 35 agencies and a total of 294 devices by December 31, 2025, and by 60 percent to 314 by December 31, 2026.

The HSO will partner with our multiple Traffic Incident Management Groups across Nebraska to notify all law enforcement agencies (over 200) fire departments (over 380) and the additional EMS providers of the funding for the digital alert devices. The funding will be awarded with preference for the priority counties (see page 7) but in all areas of the State that can show the need by represented crash data.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405h	Digital Alerting (BIL)	\$150,000.00	\$37,500.00	\$0.00
Planning and Administration Costs?		No	Amount?	\$0.00
Promised Project/Requirements of 1300.41(b)		No	Amount?	\$0.00
Countermeasures	<ul style="list-style-type: none"><li>• Communications on Outreach and Distracted Driving; 5 Stars, CTW 5-8,</li><li>• Maintain safety of law enforcement, other first responders and all road users to carry out all other programs.</li></ul>			
Subrecipients/Organization Type	Refer to Subrecipient list (Page 70), this project includes law enforcement, non-profits, state agencies, vendors & local health departments & agencies.			

**Subrecipient List on next page:**



Law Enforcement	Law Enforcement (cont.)	Non-Profit	State Agencies	Vendors	Local Health Departments & Agencies
Adams County Sheriff's Office	Laurel Police Department	Blue Valley CAP	NDOT Print Shop	1011 KOLN	Four Corners Health Department
Albion Police Department	Leigh Police Department	Brain Injury Alliance of Nebraska	Nebraska Crime Commission	Alcohol CounterMeasure Systems	3 Rivers Health Department
Alliance Police Department	Lexington Police Department	Central Nebraska CAP	Nebraska DHHS	AllOverMedia	Central District Health Department
Antelope County Sheriff's Office	Lincoln County Sheriff's Office	Cornhusker Driving School	Nebraska DMV	Alpha Media	Clay County Health Department
Arthur County Sheriff's Office	Lincoln Police Department	Cornhusker Driving School	Nebraska State Fair	Amanda Ablott	Dakota County Health Department
Ashland Police Department	Logan County Sheriff's Office	Eastern Nebraska CAP	Nebraska State Patrol	Amy Borg	Douglas County Health Department
Atkinson Police Department	Loomis Police Department	GHSA	UNL BOGR	Applied Concepts Inc.	East Central District Health Department
Aurora Police Department	Loup County Sheriff's Office	Lancaster-Saunders CAP	UNL-MERC	Aerial McNeil	Elkhorn Logan Valley Health Department
Bancroft Police Department	Lyman Police Department	MADD		Arrowhead Scientific	Lincoln/Lancaster County Health Department
Banner County Sheriff's Office	Lyons Police Department	Mid-Nebraska CAP		Artillery Media	Loup Basin Public Health Department
Battle Creek Police Department	Madison County Sheriff's Office	National Safety Council - Nebraska		Bruce Okamoto	North Central District Health Department (NCDHD)
Bayard Police Department	Madison Police Department	NE School Activities Association		Cara Filler	Northeast Nebraska Public Health Department
Beatrice Police Department	McCook Police Department	Nebraska Safety Center		Children's Nebraska	Parham Public Health District
Beemer Police Department	McPherson County Sheriff's Office	Nebraska Safety Council		City of York/Holthus CC	Polk County Health Department
Bellevue Police Department	Mead Police Department	Nebraska Sheriff's Association		CM Inc	Public Health Solutions District Health Department
Bennington Police Department	Meadow Grove Police Department	Nebraska Sports Council		Decatur Electronics	Red Willow County Health Department
Blaine County Sheriff's Office	Merrick County Sheriff's Office	Northeast Nebraska CAP		Diamedical	Santee Health and Wellness Center
Blair Police Department	Metropolitan Community College Police	Northwest Nebraska CAP		Embassy Suites	Sarpy/Cass Health Department
BNSF Railway Company	Miford Police Department	Southeast Nebraska CAP		Fairfield Inn Papillion	Scots Bluff County Health Department
Boone County Sheriff's Office	Minatare Police Department	Western Nebraska CAP		Fairfield Inn Scottsbluff	South Heartland District Health Department
Box Butte County Sheriff's Office	Minden Police Department			Flood Communications	Southeast District Health Department
Boyd County Sheriff's Office	Mitchell Police Department			Hampton Inn Kearney	Southwest Nebraska Public Health Department
Boys Town Police Department	Morrill County Sheriff's Office			Holiday Inn Exp. North Platte	SW NE Public Health District
Broken Bow Police Department	Morrill Police Department			Holiday Inn Express Lincoln	Two Rivers Public Health Department
Brown County Sheriff's Office	Nance County Sheriff's Office			Holiday Inn Express Omaha West	West Central District Health Department
Buffalo County Sheriff's Office	Nebraska City Police Department			Hometown Family Radio	Winnebago Public Health Department
Burt County Sheriff's Office	Nebraska State Patrol			Hurrdat	Lincoln Fire Department
Burwell Police Department	Neligh Police Department			Hurrdat	City and County Fire and EMS Departments
Butler County Sheriff's Office	Nemaha County Sheriff's Office			iHeart	
Cass County Sheriff's Office	Newcastle Police Department			Intoximeters Inc	
Cedar County Sheriff's Office	Newman Grove Police Department			Jenn Keller	
Central City Police Department	Niobrara Police Department			JoDon	Local Public Schools
Ceresco Police Department	Norfolk Police Division			Joe Abrusci	
Chadron Police Department	North Platte Police Department			Kate Kunz	
Chase County Sheriff's Office	Nuckolls County Sheriff's Office			KEQ Language Services	
Cherry County Sheriff's Office	Oakland Police Department			Kerry's Catering	
Cheyenne County Sheriff's Office	Odell Police Department			Kristen Luehke	
Clarks Police Department	Ogallala Police Department			Kristi Capek	
Clarkson Police Department	Omaha Nation Law Enforcement			Kustom Signals	
Clay Center Police Department	Omaha Police Department			Lamar	
Clay County Sheriff's Office	O'Neill Police Department			Laura Osborne	
Colfax County Sheriff's Office	Ord Police Department			Leaffield	
Columbus Police Department	Osmond Police Department			Lincoln Journal Star	
Cozad Police Department	Otoe County Sheriff's Office			Lincoln Pro Baseball	
Crichton Police Department	Papillion Police Department			Lynn Peavey	
Crete Police Department	Pawnee County Sheriff's Office			M3 Motivational Concepts	
Cubertson Police Department	Perkins County Sheriff's Office			Mary Lanning Hospital	
Cuming County Sheriff's Office	Phelps County Sheriff's Office			Melanie Hortsman	
Custer County Sheriff's Office	Pierce County Sheriff's Office			Mercury Child Source	
Dakota County Sheriff's Office	Pierce Police Department			Midlands Auto Show	
David City Police Department	Plainview Police Department			MPH Industries	
Dawes County Sheriff's Office	Platte County Sheriff's Office			Mundo Latino	
Dawson County Sheriff's Office	Plattsmouth Police Department			National Patent Antilytic Systems	
Decatur Police Department	Polk County Sheriff's Office			NRG Broadcast House	
Deuel County Sheriff's Office	Ponca Police Department			Omaha Beef Football	
Dixon County Sheriff's Office	Ralston Police Department			Omaha Lancers Hockey	
Dodge County Sheriff's Office	Randolph Police Department			Omaha Storm Chasers	
Dodge/Snyder Police Department	Ravenna Police Department			Omaha World Herald	
Douglas County Sheriff's Office	Red Willow County Sheriff's Office			OOH Squad	
Dundy County Sheriff's Office	Richardson County Sheriff's Office			Playfly	
Emerson Police Department	Rock County Sheriff's Office			Pleasure your Palate Catering	
Ewing Police Department	Saline County Sheriff's Office			Police Officers Association of NE	
Exeter Police Department	Santee Police Department			RedThread	
Fairmont Police Department	Sargent Police Department			Revive Media Inc	
Falls City Police Department	Sarpy County Sheriff's Office			Roxline Recognition	
Fillmore County Sheriff's Office	Saunders County Sheriff's Office			Sayward Klingensmith	
Franklin County Sheriff's Office	Schuyler Police Department			Scott EVELAND	
Franklin Police Department	Scotts Bluff County Sheriff's Office			Star City Hockey	
Fremont Police Department	Scottsbluff Police Department			The Ticket	
Friend Police Department	Scribner Police Department			Travis Hedlund	
Frontier County Sheriff's Office	Seward County Sheriff's Office			Universal Services Info. Truescope	
Furnas County Sheriff's Office	Seward Police Department			UNL Jacht Club	
Gage County Sheriff's Office	Shelton Police Department			Valentinos	
Garden County Sheriff's Office	Sheridan County Sheriff's Office			Western Pioneers Baseball club	
Garfield County Sheriff's Office	Sherman County Sheriff's Office			Younes Hospitality	
Gering Police Department	Sidney Police Department				
Gordon Police Department	Sioux County Sheriff's Office				
Gosper County Sheriff's Office	South Sioux City Police Department				
Gothenburg Police Department	St. Edward Police Department				
Grand Island Police Department	St. Paul Police Department				
Grant County Sheriff's Office	Stanton County Sheriff's Office				
Greeley County Sheriff's Office	Superior Police Department			Multiple other hotels	
Hall County Sheriff's Office	Sutton Police Department			multiple other Nebraska media outlets	
Hamilton County Sheriff's Office	Tekamah Police Department				
Harlan County Sheriff's Office	Thayer County Sheriff's Office				
Harvard Police Department	Thomas County Sheriff's Office				
Hastings Police Department	Thurston County Sheriff's Office				
Hayes County Sheriff's Office	Tilden Police Department				
Hemmingford Police Department	University of Nebraska-Kearney-Public Safety				
Henderson Police Department	University of Nebraska-Lincoln Police Department				
Hildreth Police Department	University of Nebraska-Omaha Police Department				
Hitchcock County Sheriff's Office	Valentine Police Department				
Hidroge Police Department	Valley County Sheriff's Office				
Holt County Sheriff's Office	Valley Police Department				
Hooker County Sheriff's Office	Verdigris Police Department				
Hooper/Lehling Police Department	Wahoo Police Department				
Howard County Sheriff's Office	Walthill Police Department				
Howells Police Department	Washington County Sheriff's Office				
Humphrey Police Department	Waterloo Police Department				
Imperial Police Department	Wausa Marshal's Office				
Jefferson County Sheriff's Office	Wayne County Sheriff's Office				
Johnson County Sheriff's Office	Wayne Police Department				
Kearney County Sheriff's Office	Webster County Sheriff's Office				
Kearney Police Department	West Point Police Department				
Keith County Sheriff's Office	Wheeler County Sheriff's Office				
Keya Paha County Sheriff's Office	Winnebago Tribal Police Department				
Kimball County Sheriff's Office	Wisner Police Department				
Kimball Police Department	Wymore Police Department				
Knox County Sheriff's Office	York County Sheriff's Office				
La Vista Police Department	York Police Department				
Lancaster County Sheriff's Office	Yutan Police Department				

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

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

State: Nebraska

Fiscal Year: 2025

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

### **GENERAL REQUIREMENTS**

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

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

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

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

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

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

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

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

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

## **GENERAL ASSURANCES**

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

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

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

## SPECIFIC ASSURANCES

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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



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

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

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

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

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

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



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

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

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

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

## INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

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

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

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

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

### **DISCLOSURE REQUIREMENTS**

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

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

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

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

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

### **POLICY ON SEAT BELT USE**

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

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **SECTION 402 REQUIREMENTS**

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



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

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

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

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Signature Governor's Representative for Highway Safety	Date
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Vicki Kramer  


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Printed name of Governor's Representative for Highway Safety

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

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

State: Nebraska

Fiscal Year: 2025

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

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

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

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at pages 28-40 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at pages 34 & 38 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pages 36 & 37 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at page 37 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.



**LOWER SEAT BELT USE STATES ONLY**

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

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

o *Legal citation(s):*

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

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at pages 34-39 \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at pages 28-32 \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

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

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 3/6/20 (date) (within 5 years of the application due date);

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

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

**ALL STATES**

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

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

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

**ALL STATES**

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

**MID-RANGE STATES ONLY**

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/24/24 (date). Specifically:

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

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS ([23 CFR 1300.22](#))**

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

**ALL STATES**

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

**PART 3: IMPAIRED DRIVING COUNTERMEASURES ([23 CFR 1300.23\(D\)-\(F\)](#))**

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

**ALL STATES**

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

**MID-RANGE STATES ONLY**

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/24/24 (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) Attachment C (page 113) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) in Attachment C page 130 contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) in Attachment C page 116 contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

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

**HIGH-RANGE STATE ONLY**

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

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

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

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

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

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

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

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

\_\_\_\_\_

▪ Identify all alcohol-ignition interlock use exceptions.

\_\_\_\_\_

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

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

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  - Identify all alcohol-ignition interlock use exceptions.

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

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

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

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

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

---

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

---

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

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

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

*[ Fill in all blanks.]*

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

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

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

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

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

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

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

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

**DISTRACTED DRIVING AWARENESS GRANT**

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

**DISTRACTED DRIVING LAW GRANTS**

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

- o *Legal citations:*

- Prohibition on texting while driving;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from texting ban.  
\_\_\_\_\_

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

- o *Legal citations:*

- Prohibition on handheld phone use;  
\_\_\_\_\_
    - Definition of covered wireless communication devices;  
\_\_\_\_\_
    - Fine for an offense;  
\_\_\_\_\_
    - Exemptions from handheld phone use ban.  
\_\_\_\_\_

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 4/26/07 (date) and last amended on 4/26/07 (date), is in effect, and will be enforced during the fiscal year of the grant.



- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
60-4, 120.01

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  - Definition of covered wireless communication devices;  
60-470.02

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  - Fine for an offense;  
60-\*4, 120.02

---

  - Exemptions from youth cell phone use ban  
60-4, 120.01

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**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 4/3/10 (date) and last amended on 4/6/12 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;  
60-6, 179.01

---

  - Definition of covered wireless communication devices;  
60-6, 179.01 section (6) (b)

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**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

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

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



**Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Rhonda Lahm, Nebraska Department of Motor Vehicles
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

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

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at page 54  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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



### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is William Kovarik, NDOT Highway Safety Office.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at pages 55-57 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at pages 55-57 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



### **Helmet Law**

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



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

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



### **Impaired Motorcycle Driving Program**

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

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

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

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

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

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

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

AND

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

*Legal citation(s):*

\_\_\_\_\_.

Applying as a Data State—

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

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

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

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

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

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

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
page 58

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

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

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

**Driver Education and Driving Safety Courses**

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

Applying as a law State—

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

Applying as a documentation State—

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

**Peace Officer Training Programs**

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

Applying as a law State—

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

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

- *Legal citation(s):* \_\_\_\_\_.

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

- Applying as a qualifying State—
- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))**

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

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

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

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

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

**Click here to validate form fields and permit signature**



7/26/24

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Signature Governor's Representative for Highway Safety

---

Date

Vicki Kramer

---

Printed name of Governor's Representative for Highway Safety

# NEBRASKA TRAFFIC RECORDS SYSTEM PLAN

## FY2022 – FY2026



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

June 10, 2024

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## I. Executive Summary

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

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

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

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

## II. Traffic Records Coordinating Committee

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

### TRCC MISSION

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

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

### Traffic Records Plan Priorities

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

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

#### **TRCC Targets**

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

#### **TRCC ORGANIZATION**

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

#### **Executive Committee**

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

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

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

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

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

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

### Nebraska Traffic Records Coordinating Committee Charter

- Section 1: The Nebraska Traffic Records Coordinating Committee (TRCC) was established in 2006, under the authority and direction of the Nebraska Governor's officially designated Governor's Highway Safety Representative (GR).
- Section 2: The TRCC has been created as an ad hoc group of key multidisciplinary Nebraska highway Safety and traffic records system data collectors, custodians, operators, and users that have review and approval authority with respect to Nebraska highway safety data and traffic records systems, the technologies used to keep such systems current, TRCC membership, the TRCC coordinator, and changes in the Nebraska multi-year Traffic Record System Strategic Plan.
- Section 3: The TRCC will monitor and evaluate the progress of the specified goals and objectives that have been identified in the multi-year strategic plan and make adjustments in performance measures where and when they deem it to be appropriate. The TRCC will consider, coordinate, and represent to outside organizations, the views of the Nebraska organizations involved in the administration, collection, and use of highway safety data and traffic records.
- Section 4: The TRCC will be sponsored by the GR and the Nebraska Office of Highway Safety (NOHS). The NOHS Administrator has been designated by the GR as the official TRCC Coordinator. The NOHS Administrator has assigned the NOHS traffic records grant project manager to plan, organize, and facilitate the TRCC meetings with input from other stakeholder members. The TRCC activity will be funded by the NOHS.
- Section 5: The stakeholder members of the TRCC are agency representatives from the Nebraska: Department of Roads, Department of Health and Human Services, Department of Motor Vehicles, Court Administrator, and Commission on Law Enforcement and Criminal Justice. Additional stakeholder members include representatives from local police departments and sheriff's offices. Other partner members include representatives from the Nebraska Hospital Association, the Nebraska Attorney General, University of Nebraska, local health departments, insurance organizations, local traffic engineers, among others.
- Section 6: The identified key Stakeholder member representatives have agreed to biannually submit signed documents confirming their continued support and commitment to participate on the TRCC.
- Section 7: The TRCC will hold meetings at least three times annually. Meetings will include reports of: traffic record system project improvements; progress with recommendations from the most recently completed Nebraska Traffic Records Assessment; and strategic planning activity.



\_\_\_\_\_  
Governor's Highway Safety Representative/Director  
Director, Nebraska Department of Transportation

### **Core Team**

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

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

The role and responsibilities of the Core Team include:

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

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

### **Technical Subcommittees**

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

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

### III. NHTSA Traffic Records Assessment

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

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

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



#### Crash Records System

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



#### Citation and Adjudication Records

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

The tracking of citations through the criminal justice system, specifically from issuance filing and

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

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

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

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

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

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

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



#### **Traffic Records Coordinating Committee (TRCC)**

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



#### **Driver Records**

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





#### Vehicle Records

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



#### Nebraska Injury Surveillance System (NISS)

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



#### Roadway Information

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



#### Strategic Planning

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

### IV. Safety Data System Benchmarking and Targets

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



#### Crash Records System

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

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



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

Timeliness of Fatal Crashes – Electronic

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

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

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

Timeliness of Fatal Crashes – Paper

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

Timeliness of Injury through PDO Crashes – Paper

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

How are paper reports processed?

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

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

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

Table 1: Crash Records System

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Develop a formal plan for expanding electronic data collection and submission. <b>Baseline:</b> Currently at 79.91% within 10 days.	95% of crash data submitted to NDOT electronically within 10 days of the crash.	78.05% (2023) of reports are electronically submitted. Up from 53.78% (2022)	1
	Complete crash data entered into {electronic system} within 3 days (except fatal crashes). <b>Baseline:</b> Currently at 10 days.	100% within 3 days.		1
Accuracy	Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. <b>Baseline:</b> Not accurately measured.	100% of location data auto-populated on crash form.	For 100% of the 78.05% electronic reports, location data is auto-populated on the crash form.	2
	Establish a comprehensive, formal quality control program for crash data.	<ul style="list-style-type: none"> <li>A complete set of data quality performance measures for the crash system covering timeliness, accuracy, completeness, uniformity, integration, and accessibility.</li> <li>A formal method of tracking errors and providing feedback to law enforcement agencies.</li> <li>A link between error tracking and training.</li> <li>Coordination with users to ensure that errors noted by users are logged, corrected, and addressed in training.</li> <li>Periodic audits of crash reports comparing the narrative and diagram to the coded information on the form.</li> <li>Oversight by the Traffic Records Coordinating Committee, to include devoting time on the agenda to review data quality measurements.</li> </ul>		3, 4, & 5
	30% errors found during data audits of critical data elements (severity, seatbelt usage, location, date of crash, county).	0% errors found during data audits of crash data	For 2022, 53.78% (electronic) are 100% error free per the MMUCC 5 guidelines. 46.22% (paper) are still being entered so a review of the accuracy of the data is not possible at this time.	3

Table 1: Crash Records System (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	Generate measures of crash data completeness. <b>Baseline:</b> Not measured – not addressed.	100% of all MMUCC data included in all crash records.	Reports submitted electronically meet the minimum MMUCC 5 requirement – based on a CID pre-build review by NTHSA's Go team review.	3
Uniformity	Redesign data collection form in reference to current Model Minimum Uniform Crash Criteria (MMUCC) Version. <b>Baseline:</b> Version 5.0 compliant.	100% compliant with the current MMUCC Version.	NDOT will never be 100 % MMUCC 4 or 5 compliant. MMUCC 4 has two high-occupant vehicle (HOV) fields, but Nebraska has no HOV lanes in the state. We did put the HOV fields into the database, but the HOV question is not on the form. NE is not moving forward with MMUCC 6 -- working on getting CID "correct" and don't want to make changes from 5 to 6 until corrections are completed.	4
	Improve the data dictionary to ensure consistency. <b>Baseline:</b> Not currently produced – not addressed.	100% consistent data that follows data dictionary and procedures.	An internal draft has been completed. They are working with a third-party data user to clean the data dictionary so make it workable outside of NDOT.	4
Accessibility	Make crash query data available to researchers and public. <b>Baseline:</b> Current data is available in the NTIP system.	User Interface to allow data users immediate access to publicly available crash data. Reports can be requested.	100% but continue to improve.	6
Data Integration	Produce metrics of data integration. <b>Baseline:</b> No formal report – not addressed.	Automatic integration between roadway, driver, vehicle, and injury surveillance datasets	The CID system pulls a subset of the roadway database when the location of the crash is entered.	6



### Roadway Data Component Status

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

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

NDOT is involved in several major safety programs; the most significant is the Strategic Highway Safety Plan (SHSP). The SHSP draws heavily on the traffic crash data in the Crash Information Database (CID) system. Along with their partners on the Nebraska Interagency Safety Committee, NDOT developed the Nebraska Strategic Highway Safety Plan in order to address the frequency, rate and factors contributing to fatal and serious injury crashes. The Interagency Safety Committee then undertook a screening process that ultimately resulted in the selection of six areas of focus—the Critical Emphasis Areas—for the Plan:

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

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

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

#### **Applicable Guidelines**

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

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

#### **Interface with Other Traffic Records System Components**

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

**Quality Control Program**

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

**Table 2: Roadway Data Component System**

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	55% of traffic counts conducted each year (on roads which are required to be counted)	50%, Target is to count every 2 years	The current percentage of traffic counts being conducted annually is 36%. This is lower because of traffic counts are now on a 3-year cycle. While it means that a lower percentage is counted per year, in fact it means that we are counting more locations overall (since we still count the same number per year). This leads to a considerably higher accuracy and completeness in traffic count data for a slightly lower timeliness.	30
	240 days from crash event to location coding of crashes	100% coded at time of entry	For 2022, 53.78% of incoming reports were 100% coded to the minimum requirements of MMUCC 5 (electronically submitted reports). 46.22% (paper) are 874 days behind the current date.	2
	182-720 days from construction completion to roadway file update (depending on complexity of roadway)	Update at a minimum, every 6 months	100% of the projects are entered into IHI before the construction completion date.	30
Accuracy	All errors found through edit checks are corrected prior to data being pushed out to users.	100% error free data	This target is currently being met	30

Completeness	96% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted).	99% of traffic data based on actual counts no more than 4 years old (on roads which are required to be counted)	Current value is 99%.	30
	97% of known public roadways are listed in the inventory. The roadways for the cities of Lincoln and Omaha are contained in group records and only provide mileage and surface type.	97% of public roadways are listed in the inventory	96.81% of all public roadway miles are inventoried. (The majority of missing miles are group records for Omaha and Lincoln local roads.)	30
	100% of known roadways are listed in the LRS.	100% of roadways are listed in the LRS within 3 mo. of data collection.	This target is currently being met. 100% of inventoried roadways are in the LRS.	30
Uniformity	All data elements consistent with historic data definitions.	100% of data matches definitions	This target is currently being met. The roadway database has a history of data elements that are consistent as defined within the historical Integrated Highway Inventory (IHI) system.	30
Accessibility	All roadway files accessible to approved stakeholders through the pavement optimization program (POP).	100% of published roadway data accessible to approved stakeholders	This target is currently being met. The Integrated Highway Inventory (IHI) tables are accessible to approved stakeholders.	30
Data Integration	Traffic records component files linked to roadway files – now files are updated within 6 months after.	100% of roadway data integrated with crash and citation to populate at time of crash or citation	NDOT is meeting with the crash database vendor to resolve issues with integrating data fields.	30



### Driver Data Component

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

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

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

Table 3: Driver Data Component

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

Table 3: Driver Data Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Completeness	% of records checked for drivers moving into the state = 100%.	100%	Goal currently being met.	15
	% of driver records received from prior state = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
	Record the adverse driver histories from previous states of record on non-commercial drivers = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	15
Uniformity	% of Social Security Numbers verified online = 100%.	100%	Goal currently being met.	17
	% of immigration documents verified online = 100%.	100%	Goal currently being met.	17
	% non-CDL violations reported from other states added to driver history = in progress.	100% once the State 2 State system is fully operational in all U.S. Jurisdictions.	Currently 38 states including Nebraska.	17
Accessibility	Base: 140,000 driver's licenses processed online.	Increase by 10% each calendar.	2015: 79,612 2016: 63,350; -25.7% 2017: 82,568; 23.3% 2018: 96,748; 14.7% 2019: 192,076; 49.6% 2020: 185,311; -3.7% 2021: 190,241; 2.6% 2022: 195,172; 2.5% 2023: 230,843; 18.2%	17
Data Integration	Opportunity for integration is currently not available due to lack of personally identifiable information in the vehicle system.	By 2017 begin collection of personally identifiable information as part of title and registration issuance. This will provide the information necessary for future integration of data between the driver and vehicle systems.		15





### Vehicle Data Component

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

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

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

Table 4: Vehicle Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Average time from accepted title application to create vehicle record = daily.	100% processed on date received.	Target currently being met.	20
Accuracy	Registration data is updated upon entry.	99%	Target currently being met	20
	% of errors found during data audits of critical data elements.	5% or fewer.	To be determined.	20
Completeness	All the vehicle information is contained in records.	100%	Target currently being met.	20
Uniformity	All data elements consistent with data definitions.	99%	To be determined.	20
Accessibility	Base: 286,000 vehicle registrations processed online in 2014.	Increase online renewals by 5% on an annual basis.	2016: 293,984 2017: 266,290 (-9%) 2018: 328,150 (23%) 2019: 361,940 (10%) 2020: 571,061 (58%) 2021: 524,024 (-8%) 2022: 532,578 (2%) 2023: 489,132 (-8%)	20
Data Integration	Law Enforcement Agencies can access DMV data to auto-populate crash reports with vehicle information	Provide interface for 100% of electronic users.	Law Enforcement Agencies using TraCS are able to populate vehicle information into crash reports.	19
	DMV vehicle file is integrated with the driver file and is updated with information on stolen vehicles.	Complete by January 1, 2022.	Progress made on developing new vehicle system.	19

## Citation/Adjudication Data Component



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

### Uniform Traffic Citation

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

### Citation Data Collection

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

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

### Electronic Citations

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

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

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

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

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

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

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

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

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

**Table 5: Citation/Adjudication Data Component**

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

**Table 5: Citation/Adjudication Data Component (continued)**

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Uniformity	% traffic citations statewide written on a uniform citation = (required by statute)	100% (required by statute)	Currently meeting this target.	8
Accessibility	Data available to other departments, researchers, public is	100% of public data available	Planned for future development	11

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



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

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

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

### Current Status

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

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

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

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

### Emergency Medical Services (EMS)

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

Table 6: EMS Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
			As of 3/31/2023	
Timeliness	% EMS reports sent to governing agency within 10 days of incident. <b>Baseline: 38</b>	100% of EMS reports sent to governing agency within 72 hours of incident.	96.49%	25
	% EMS reports sent to governing agency within 30 days. <b>Baseline: 50</b>	100% of EMS reports sent to governing agency within 72 hours of incident.	99.44%	25
	Mean # days from incident to data availability on statewide system. <b>Baseline: 100</b>	3 days	8.6 days	25

Accuracy	% EMS run locations that match statewide location coding. <b>Baseline: 13</b>	100%	86.38%	25
Completeness	% of EMS agencies contributing to the statewide database. <b>Baseline: 13</b>	100%	100%	25
	% "missing" found during data audits of critical data elements. <b>Baseline: 8</b>	< 5%	Future measure planned	25
Uniformity	% of records on EMS database that meet the current NEMSIS standards. <b>Baseline: 92</b>	> 90% of records	100%, we require NEMSIS compliance and to use the NEMSIS Data Standards both on our direct software and for importers to import into us but not every record is 100% compliant with required fields.	25
Accessibility	Data available to other departments, researchers and public.	Respond to aggregate and generate factsheets and reports.	Yes	31
Data Integration	% data collected through NARSIS, ENARSIS, and Omaha Fire and Rescue linked to CODES.	100% of records collected electronically.	In 2023, 24.50% (60,201 out of 245,704) of the EMS records in eNARSIS were from the Omaha Fire Department, a 3.6% increase compared with 2022 (55,225 out of 264,075).	21

### Emergency Department and Hospital Discharge Data System

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

Table 7: Emergency Department and Hospital Discharge Data Component

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from hospital/ED discharge until data is entered into database. <b>Baseline: 30 days</b>	Due to the nature of medical billing, there is not standard or requirement that can be imposed.	23.5 days.	25

	<p>Number of days from end of quarter/year until data is available for analysis on a state level. <b>Baseline:</b> 270 days</p>	<p>Due to the nature of medical billing, there is not a standard or requirement that can be imposed.</p>	<p>90 days. DHHS received the Hospital Discharge Data (HDD) from the NHA on a quarterly basis. The timeline for the DHHS to receive the HDD depends on whether all the hospitals meet their submission deadline to the NHA and the NHA meets the deadline to submit them to us. Usually, for the first quarter of the year data (Q1), DHHS will receive it in early July of the same year. For Q2 data, we receive them in October of the same year. For Q3, the receiving date is in January of the following year. We might receive the Q4 and annual completed HDD in April next year.</p>	25
Accuracy	<p>% of injury-related Emergency Department discharges containing a valid E-CODE. <b>Baseline:</b> 92%</p>	<p>95% of injury-related ED discharges contain a valid E-CODE.</p>	<p>Based on the 2022 data quality assessment reports, in 2022, 80.4% of injury-related ED records contain a valid E-Code and N-Code, nearly the same as in 2021 (80.4% and slightly lower than in 2020 (82.3%).</p>	25
	<p>% of hospital discharges records in the injury dataset containing a valid N-CODE and E-CODE. <b>Baseline:</b> 70%</p>	<p>95% of injury hospital discharges records contain a valid N-CODE and E-CODE.</p>	<p>Based on the 2022 data quality assessment reports, in 2022, 55.1% of injury-related Inpatient records contain a valid E-Code and N-Code.</p>	25
Completeness	<p>%" missing" found during data audits of critical data elements. <b>Baseline:</b> 0</p>	<p>&lt;1% of critical data elements found "missing".</p>	<p>Admission date=1.94% Discharge date=0% DOB=.02%</p>	25

			Sex=.04% Ethnicity=7.04% Race=12.05% Zip code=.25% Address=.25% Last name=.06% First name=.12% Discharge status=0%	
Uniformity	% of hospitals participating in statewide database. <b>Baseline:</b> 95%	100% of hospitals participating in statewide database.	Future measure planned. According to the 2022 NHA Roster, there are 135 active hospitals in Nebraska, of which 86 are members of the NHA and reported injury data to us. So the estimation is $(86/135)*100=63$ . 7% of hospitals participating in the statewide database.	25
Accessibility	Data available to other departments, researchers and to the public. <b>Baseline:</b> Respond to aggregate and generate factsheets and reports.	Online query access by approved departments.	Selected for implementation by TRCC.	26
Data Integration	% data collected linked in CODES.	99% Linked.	Due to the delayed CRASH data and new schema, the CODES data linkage is on hold. This measure will be provided after conducting the linkage.	26

### Trauma Registry

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

### Process Flow

There are two software systems in place for collection of trauma data in Nebraska, the hospital-based National Trauma Registry-American College of Surgeons (NTRACS) and the state web-based trauma registry



developed by ImageTrend. Level I and II trauma centers initially enter data into NTRACS and then submit to DHHS on a monthly basis. Level III and IV trauma centers enter data directly into the state system, also on a monthly basis. The State Trauma Registrar integrates the data submitted to both systems into a common database.

**Table 8: Trauma Registry Component**

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	Number of days from trauma center discharge until data is entered into database. <b>Baseline:</b> 3 months	To have data entered within 3 months of discharged from Emergency Department per Regulatory requirement.	92.81% for 2023	25
Accuracy	% "missing" found during data audits of critical data elements. <b>Baseline:</b> <2.5%	To have no missing data in the fields of Injury Date and Time, ED Arrival Date and Time, ED Disposition, Primary Cause of Injury and Primary Diagnosis	99.04% validity score average for 2023 which would be 0.96% missing required data elements of all data in 2023.	25
Completeness	% of Hospitals contributing to the statewide Database	100%	55/97 = 56.70% entering data	25
Uniformity	% of records in Trauma Registry that meet the Nebraska Data Dictionary	>95%	100%	25
Accessibility	Data available to other departments, researchers, public	To have a streamlined, easy to understand process to request and receive trauma registry data	Yes	26
Data Integration	% data collected linked to CODES	100% of data collected linked to CODES		26

### Division of Vital Records (DVR)

#### Process Flow

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

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

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

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

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

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

Table 9: Division of Vital Records Component

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

Table 9: Division of Vital Records Component (continued)

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Data Integration	% data collected linked to CODES.	100% of data collected linked to CODES	Due to the delayed CRASH data and new schema, the CODES data linkage is on hold. This measure will be provided after conducting the linkage.	26

#### Crash Outcome Data Evaluation System (CODES)

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

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

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

**Table 10: Variables to Link CODES Datasets**

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

\*Emergency Department

**Table 11: Crash Outcome Data Evaluation System Component**

Quality Category	Status/Baseline	Target/Objective	Performance Measure Progress	Project #
Timeliness	By May of each year a new CODES dataset will be generated (e.g. by May 2020, the CODES 2018 dataset will be generated)	13 months from the end of the year, the CODES dataset will be generated	The 2022 Hospital Discharge Data and EMS data are under review. However, the CODES data linkage has to be postponed until the Crash Data become available.	22
Accuracy	% accuracy and consistency of ENARSIS data	By 2022, >80% of yearly crash records indicating EMS transport are linked		25
Completeness	Increasing the percentage of crash records linked with other records	Reduce false positive and false negative linkage rate (currently only for crash records linked with death certificate)		25
Uniformity	% data from State EMS agencies compliant with NEMSIS 3.0 standards	100% of EMS agencies compliant with current NEMSIS standards	85% of EMS agencies are compliant with NEMSIS	25
Accessibility	Data available to other departments, researchers and to the public	To have a streamlined, easy to understand process to request and receive CODES data		26
Data Integration	Public Health Data Center to develop online querying of CODES datasets	By 2017, have public health surveillance indicators from CODES posted on the PH Data Center website		26

## V. Projects and Prioritization

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

Table 12: Projects

Project #	Candidate Project Name / Description	System: Quality Category Project Addresses	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Investigator's Electronic Crash Reporting System	Crash Records	Analyzing different strategies/possible use of TraCS and other systems.	Yes	4/18/24
2	Develop a "Smart Map" Harmonized location referencing system	Crash & Citation/Adjudication	Testing new system.	Yes	4/18/24
3	Improve the data quality control program for the Crash data system	Crash Records	Implement performance measures and trend analysis to assess data quality	Yes	4/18/24
4	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/18/24
5	Improve the procedures/process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/18/24
6	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	4/18/24
7	Data Dictionary	Citation/Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/18/24
8	Improve the data quality control program for the citation/adjudication system	Citation/Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	2/1/22
9	Citation Tracking	Citation/Adjudication	Track citations from point of issuance to posting on the driver file	Yes	4/18/24
10	Linkage	Citation/Adjudication	Linked with driver, vehicle, crash	Yes	4/18/24
11	Establish a linked DUI system (MIDRIS)	Driver & Citation/Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	4/18/24
12	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	4/18/24
13	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	4/18/24

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14	Complete a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Completed	4/21/22
15	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	4/20/23
16	Create a data dictionary	Driver	Definitions and elements	Future planned development	4/21/22
17	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality	Future planned development	4/20/23
18	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration	No	4/20/23
19	Create workflow documentation	Vehicle	Include NMVTIS	No	4/20/23
20	Create System Performance Measures	Vehicle	Timeliness, accuracy, completeness, uniformity, integration, and accessibility.	No	4/21/22
21	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	4/18/24
22	Create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	1/18/24
23	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/18/24
24	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements	Yes	1/18/24
25	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration, and accessibility with goals	Yes	4/18/24
26	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.	Yes	1/18/24
27	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	4/18/24
28	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	10/19/23
29	Allow access to data	Roadway	Allow access for consumption and updates	Yes	4/18/24
30	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	4/18/24
31	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/18/24
32	Conduct a Training Needs Assessment	TRCC Management	Improve data and user's ability to efficiently use the data.	Yes	4/21/22

33	Replace the Crash Information Database	Crash	Update database adding current MMUCC fields	Yes	4/18/24
34	Crash and Roadway Data Interface for Roadway Safety Analysis	Crash	Link crash data and Linear Referencing System roadway data in safety analysis software	Yes	4/18/24

**VI. Projects Selected for Implementation**

The following projects were selected for implementation by the TRCC:

<b>Project # 1</b>	<b>Project Name: Investigator’s Electronic Crash Reporting System</b>					
<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628					
<b>Project Description / Purpose:</b> To improve the investigator’s electronic crash reporting system.						
<b>System: Quality Category Project will Address: Crash Records</b>						
<b>Target or Deficiency Project will Address:</b> <ul style="list-style-type: none"> <li>To reduce the current average of 2 hours to an average of less than 30 minutes for submittal of an Investigator’s report.</li> <li>To increase the accuracy rate of Investigator’s submitted reports by eliminating manual entry of key data.</li> <li>To reduce the number of amended reports being submitted to NDOT by eliminating the manual entry of data.</li> <li>To reduce the amount of rework required by the data entry unit by reducing the amount of incoming amended reports.</li> <li>To reduce the amount of time it takes an officer / supervisor to approve an entered investigator’s report.</li> </ul>						
<b>Update:</b> NDOT received 85.6% of crash reports electronically in 2020. In August 2021, Legislative Bill 174 went into effect and included the following changes: 1) Increase minimum property damage crash reportability threshold from “greater than \$1,000” to “equal or exceeds \$1,500,” 2) Remove requirement for a driver to complete driver’s report if the crash is investigated by an officer, and 3) Redact all birth dates and driver’s license numbers from publicly available investigator’s crash reports.” These changes will be implemented into NE’s crash reports. 2022: NDOT and NSP are working with Omaha PD to move to all-electronic crash reports, citations, etc. this fiscal year. 4/21/22: Omaha PD is projected to be electronic by July; a TraCS update is projected for May 3. 4/20/23: Investigator Crash Report System (ICR) went live for Kearney PD and Buffalo County went live on September 23, 2022, and for Omaha PD on February 15, 2023. Omaha PD has a backlog of 8000+ paper reports, estimated to take six months to enter. 7/20/23: Omaha PD has a backlog of 6,981 paper reports, current projection for entering 2021 and 2022 data is January 2024. NDOT has set their system to flag Injury A Crashes with as a priority; priority reports are put in the top of the queue. 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry. 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically 4/18/24: Omaha PD is reporting at 100% electronically. 4/18/24 NE State Patrol has been making enhancements to the crash report form to decrease the time from the crash to time report is received by NDOT. In 2022, average submission time was 6.57 days. In 2023, average submission time was 5.33 days. This is an improvement of 18.8%. NSP attributed the main source of improvement as training, however submission time is expected to continue decreasing due to planned changes in the crash form (automation, incomplete form reminders.) A survey of agencies puts the current average at around 37.5 minutes for a 2-vehicle minor/no-injury crash (minus the diagram). 78.05% (2023) of investigator reports are electronically submitted. Up from 53.78% (2022) All electronic reports have to pass the minimum list of accuracy before passing submittal validation.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	<b>Section: 405c</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Project # 2</b>	<b>Project Name: Develop a “Smart Map” Harmonized Location Referencing System</b>					
<b>Lead Agency:</b> NDOT/NCC	<b>Contact Information:</b> Sean Owings and <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628			Drew Bigham <a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a> (402) 471-3992		
<b>Project Description / Purpose:</b> Deploy a “smart map” point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. The “smart map” would use the identified crash location latitude/longitude to interface with NDOT’s LRS and roadway inventory data. Ability to overlay enforcement with citation and crash records.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data. NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This “point placement” will then transfer the map’s latitude/longitude data into the TraCS or other collection software databases, identify the LRS route and reference post information, and transmit the latitude/longitude and LRS information into NDOT’s database.						
<b>Update:</b> The TLT (TraCS Location Tool) is built into TraCS. All agencies using this reporting method will use the TLT to place the crash’s location. February 2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. 4/18/24: For 100% of the 78.05% electronic reports, location data is auto-populated on the crash form.						
<b>Estimated Budget/Funding</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Source by Year:</b>	<b>Section: 405c</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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

4/20/23: Currently, in the maintenance phase and refining the CID system's rules.  
 4/18/24: No work has been done on this. Once the CID system has been finalized work will began on this.

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

<b>Project # 4</b>	<b>Project Name: Improve the Data Dictionary for the Crash Data System</b>
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<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628
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**Project Description / Purpose:**  
 Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.

**System: Quality Category Project will Address: Traffic Records**

**Target or Deficiency Project will Address:**  
 Improve the crash data completeness and accuracy.

**Update:**  
 This functionally is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing a full set of new data dictionary documentation based on the new database.  
 4/21/22: Estimated that 2021 year-end data will be completed around Sept 2022.  
 4/20/23: Estimated to take until 2025 to enter the 2021 and 2022 backlog of reports.  
 7/20/23: Estimated to take until January 2024 to enter the 2021 and 2022 backlog of reports.  
 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry.  
 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically.  
 4/18/24: OPD has completed the backlog of reports. All 2021 reports have been entered and are currently in data check. It is estimated to receive 2021 and 2022 crash data in June 2024. An internal draft has been completed. They are working with a third-party data user to clean the data dictionary so make it workable outside of NDOT.

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

<b>Project # 5</b>	<b>Project Name: Improve the Process/Procedures Flows for the Crash Data System</b>
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<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628
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**Project Description / Purpose:**  
 Create a process flow diagram for collection, reporting and posting of crash data.



<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the completeness and accuracy of crash data.						
<b>Update:</b> This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NTIP will have an update in June 2022 that will allow two different data systems running parallel to each other: 2021 and future crashes; 2020 and past crashes. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. 4/18/24: CID has a set of cross-field validation rules that match MMUCC5. For a report to pass the workflow and be complete the data must follow the MMUCC5 rules.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b> Section: 405c	<b>2022</b> \$0	<b>2023</b> \$0	<b>2024</b> \$0	<b>2025</b> \$0	<b>2026</b> \$0

<b>Project # 6</b>	<b>Project Name: Improve the Interfaces with the Crash Data System</b>					
<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628					
<b>Project Description / Purpose:</b> Improve the timeliness and availability with real-time interfaces for driver, vehicle, and roadway data systems.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the integration and accessibility of the crash data by providing real-time links with three other data systems.						
<b>Update:</b> This functionality is built into the new CID MMUCC 5 database and workflow which went live on 1/1/2021. NDOT is developing data integration and improving accessibility as the new database is stabilized. 4/21/22: The new NTIP system can take a high-resolution image and auto-generate a line image of the intersection; this enhancement has taken a two-week task and reduced it to under ten minutes. Once Omaha PD becomes electronic, it is estimated that only 10% of crash reports will be paper. 4/20/23: The base map for the field-deployed smart map is completed and available to the public. Law enforcement citation data has not linked due to current security concerns. Once migration of historical data to the new MMUCC5 standard is complete, the new functionality will be provided to authorized people. Current rate of 76.52% electronic with OPD submitting electronically starting at mid-February 2023. 10/19/23: 83-84% of crash reports are received electronically. Approx. only 1% of reports are not passing MMUCC5 validation and require manual entry. Manual entry on paper forms takes an average of 10.09 hours. Manual entry on electric forms takes an average of 5 hours. 1/18/24: Omaha PD continues to work through the backlog of paper investigator reports (1,026); 81% of investigator reports and 96% of driver reports are received electronically. 4/18/24: OPD has completed the backlog of reports. All 2021 reports have been entered and are currently in data check. It is estimated to receive 2021 and 2022 crash data in June 2024. The CID system pulls a subset of the roadway database when the location of the crash is entered.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b> Section: 405c	<b>2022</b> \$0	<b>2023</b> \$0	<b>2024</b> \$0	<b>2025</b> \$0	<b>2026</b> \$0

Project # 7		Project Name: Citation/Adjudication System Data Dictionary				
<b>Lead Agency:</b> Nebraska Crime Commission		<b>Contact Information:</b> Drew Bigham <a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a> (402) 471-3992				
<b>Project Description / Purpose:</b> Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Create an approved data dictionary for the Citation/Adjudication system including all databases.						
<b>Update:</b> 7/24/20: eCitation data is validated during a testing phase when onboarding new LEA agencies onboard. The NCC has the XML spec for the eCitation data collection process available on the NCC website. 2/1/22: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: Drew reported the crime commission does not have backend data for this project. This project is on hold until we can gather more information on responsibility and scope of this project.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b> Section: 405c	<b>2022</b> \$255,000	<b>2023</b> \$487,710	<b>2024</b> \$325,205	<b>2025</b> \$316,534	<b>2026</b> \$296,000

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

Project # 9		Project Name: Citation Tracking System					
<b>Lead Agency:</b> Nebraska Crime Commission		<b>Contact Information:</b> Drew Bigham <a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a> (402) 471-3992					
<b>Project Description / Purpose:</b> Review of the current citation data collected by NCJIS and JUSTICE and a determination of the feasibility of enhancing either for use as a Citation Tracking System.							
<b>System: Quality Category Project will Address: Citation and Adjudication Records</b>							
<b>Target or Deficiency Project will Address:</b> Launch an integrated system that will track 100% of citations through adjudication.							
<b>Update:</b> 07/24/2020: XSD/XML is publicly available for all vendors to adhere to. eFiling application is finalized, NCC anticipates prosecutors to begin to use by EOY. Further launch of this system is planned for FY2021. 2021: Testing XML Data with two vendors. 3/1/2021: Still working to get the new crash form integrated into NCJIS. 12/1/2021, Mike Fargen left the Crime Commission and Interim Director Nicole Carnes-Woutzke temporarily took his place during the hiring process for his replacement. 1/1/2022: eFiling is being set up with County and City Attorneys. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: Crime Commission is able to track eCitations up until they are sent to the Courts.							
<b>Estimated Budget/Funding Source by Year:</b>		<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
		<b>Section: 405c</b>	\$255,000	\$487,710	\$325,205	\$316,534	\$296,000

Project # 10		Project Name: Citation/Adjudication Data Linkage					
<b>Lead Agency:</b> Nebraska Crime Commission		<b>Contact Information:</b> Drew Bigham <a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a> (402) 471-3992					
<b>Project Description / Purpose:</b> Link data within citation/adjudication system and with driver, vehicle, and crash systems. Explore Jail/Prosecutor data interface and TraCS local installation. Currently have a process available to provide prosecutors with citation data via NCJIS.							
<b>System: Quality Category Project will Address: Traffic Records</b>							
<b>Target or Deficiency Project will Address:</b> Improve data linkage by upgrading systems that will automatically link 100% of citation/adjudication data for all justice departments, driver, vehicle, and crash data systems.							
<b>Update:</b> 07/24/2020: Crash Form does not require the Citation number as a required field. Linking two data collection projects will be only available when data is present in both places. Citation data is available for prosecutors in NCJIS, see eFiling enhancement above in Project #14. 2021: NCC no longer has a preferred RMS vendor. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 4/18/24: This process continues to be worked on. This particular project item is one of the overall goals they've been working on; specifically being able to track a citation from start to DMV. They continue to onboard new county attorney offices in a continued effort of streamlining this process.							
<b>Estimated Budget/Funding Source by Year:</b>		<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
		<b>Section: 405c</b>	\$0	\$0	\$0	\$0	\$0

Project # 11		Project Name: Establish a Linked DUI System (MIDRIS)				
<b>Lead Agency:</b> Nebraska Crime Commission / Department of Motor Vehicles		<b>Contact Information:</b> Drew Bigham (vacant) <a href="mailto:drew.bigham@nebraska.gov">drew.bigham@nebraska.gov</a> <a href="mailto:@nebraska.gov">@nebraska.gov</a> (402) 471-3992 402-471-				
<b>Project Description / Purpose:</b> Linked to the driver system electronically. Include driver sanctions and all citations written by law enforcement.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve data completeness and linkage by linking 100% of alcohol involved citations through the justice system to the driver records.						
<b>Update:</b> 07/24/2020: NCC will work with DMV to establish metric to ensure 100% linkage. 2/1/2022: Drew Bigham replaced Mike Fargen at the Nebraska Crime Commission. 3/1/2022: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/18/24: MIDRS is DMV, Crime Commission provides the needed linking to connect to NCJIS. Data entered by DMV onto NCJIS is available to jail staff.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 12		Project Name: Develop Traffic Records Inventory				
<b>Lead Agency:</b> TRCC Management/HSO		<b>Contact Information:</b> Ashley Pick <a href="mailto:ashley.pick@nebraska.gov">ashley.pick@nebraska.gov</a> 402-471-2567				
<b>Project Description / Purpose:</b> Create a document that contains the description and details of all the traffic records data including the data manager for each system.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the completeness of all the data systems to allow integration.						
<b>Update:</b> 2/1/22: Updates to the Traffic Records System Plan were made. 4/21/22: Staffing updates to the Traffic Records System Plan were made. 5/1/22: Updates to the Traffic Records System Plan were made. 6/9/22: Updates to the Traffic Records System Plan were made for the yearly Highway Safety Plan. 4/20/23: Updates to the Traffic Records System Plan were made. 7/20/23: Updates to the Traffic Records System Plan and roster were made. 10/19/23: Updates to the Traffic Records System Plan and roster were made. 1/18/24: Updates to the Traffic Records System Plan and roster were made. 4/18/24: Updates to the Traffic Records System Plan and roster were made. Reached out to all data managers to compile information on how data systems interface.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 13	Project Name: Improve Quality Control and Quality Improvement Programs					
Lead Agency: TRCC Management/HSO		Contact Information: Ashley Pick <a href="mailto:ashley.pick@nebraska.gov">ashley.pick@nebraska.gov</a> 402-471-2567				
Project Description / Purpose: Develop quality control guidelines for all six data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility.						
System: Quality Category Project will Address: Traffic Records						
Target or Deficiency Project will Address: Allows the opportunity to measure all performance goals for all data systems.						
Update: Selected for implementation by the TRCC. A request has been sent to each data system manager with format and guidelines. 4/20/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals. 4/18/23: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals. 4/18/24: Requested Interim Progress Report (IPR) from data managers and worked with data managers to set improvement goals.						
Estimated Budget/Funding Source by Year:	Source	2022	2023	2024	2025	2026
	Section: 405c	\$0	\$0	\$0	\$0	\$0

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

Project # 15		Project Name: Create a Process Flow for the Driver Data System				
<b>Lead Agency:</b> Department of Motor Vehicles		<b>Contact Information:</b> Matt Coatney <a href="mailto:matt.coatney@nebraska.gov">matt.coatney@nebraska.gov</a> 402-471-1472				
		Betty Johnson <a href="mailto:betty.Johnson@nebraska.gov">betty.Johnson@nebraska.gov</a> 402-471-3909				
<b>Project Description / Purpose:</b> Develop a process flow chart for the driver data system to document all processes.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the accuracy of the driver data system.						
<b>Update:</b> 3/1/22: Kathy Van Brocklin retired from the DMV; a replacement will be hired. 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). DMV is planning to allow car dealerships to submit titles electronically. 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source Section: 405c</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
		\$0	\$0	\$0	\$0	\$0

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

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

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

Project # 19		Project Name: Create Workflow Documentation for the Vehicle Database				
<b>Lead Agency:</b> Department of Motor Vehicles		<b>Contact Information:</b> Matt Coatney <a href="mailto:matt.coatney@nebraska.gov">matt.coatney@nebraska.gov</a> 402-471-1472				
		Betty Johnson <a href="mailto:betty.Johnson@nebraska.gov">betty.Johnson@nebraska.gov</a> 402-471-3909				

<b>Project Description / Purpose:</b> Create a workflow document for the vehicle system that includes National Motor Vehicle Title Information System (NMVTIS).						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the uniformity of the vehicle data with a complete workflow document so all users follow the same guidelines.						
<b>Update:</b> 4/14/22: The Highway Safety Office had a meeting with the DMV to discuss their ongoing projects and future plans to merge different databases (such as driver and vehicle). 4/20/23: Nebraska licensed dealerships may now submit title applications electronically; over 47,900 applications were submitted via the DMV's online services in 2022.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b> Section: 405c	<b>2022</b> \$0	<b>2023</b> \$0	<b>2024</b> \$0	<b>2025</b> \$0	<b>2026</b> \$0

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

<b>Project # 21</b>	<b>Project Name: Nebraska Emergency Medical Services Data Quality Improvement</b>					
<b>Lead Agency:</b> DHHS	<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566					
<b>Project Description / Purpose:</b> Finalize and implement quality control measures to improve the accuracy and consistency of eNarsis data. Convert all EMS services to electronic submission in eNarsis. Expand edit checks and validation rules.						
<b>System: Quality Category Project will Address:</b>						



**Target or Deficiency Project will Address:**  
 100% of EMS records will be submitted electronically in eNarsis.

**Update:**  
 In September 2021, discussions were held about preparing five-year EMS reports.  
 For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two.  
 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS.  
 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents  
 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment.  
 1/18/24: Conducted ongoing analysis of E-bike and E-scooter data, examining related injuries based on EMS, E-CODE, and Trauma data.  
 4/18/24: Completed 2023 EMS data quality assessment annual report. In 2023, 24.50% (60,201 out of 245,704) of the EMS records in eNARSIS were from the Omaha Fire Department, a 3.6% increase compared with 2022 (55,225 out of 264,075).

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

Project # 22	Project Name: CODES – Linking data					
Lead Agency: DHHS	Contact Information: Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566					
Project Description / Purpose: To create a CODES database linking crash, EMS, Hospital Discharge, and death certificate data. Resolve errors and issues with final data.						
System: Quality Category Project will Address:						
Target or Deficiency Project will Address: CODES will create one uniform database to evaluate Nebraska’s fatal and serious motor vehicle injury crashes. This will allow us to reduce the fatal and serious injury crash rates.						
Update: Annual reports created for: CODES, motorcycle helmet use, seat belt use. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Savita Sidhu, was hired and on boarded on late August serving as CODES epidemiologist. 1/18/24: Lifeng Li was hired as the Injury Epidemiology Surveillance Supervisor; Studied the 2021 Crash file with DOT assistance, utilizing the new schema to create a working file for further linkage and analysis.						
Estimated Budget/Funding Source	Source	2022	2023	2024	2025	2026
Source by Year:	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 23		Project Name: E-CODE Data Quality Improvement				
<b>Lead Agency:</b> DHHS		<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566				
<b>Project Description / Purpose:</b> E-CODE data is the major information source that public health uses to study injuries. E-CODE compliance has been declining since 2004 which results in incomplete and inconsistent data.						
<b>System: Quality Category Project will Address:</b>						
<b>Target or Deficiency Project will Address:</b> The target is to annually assess the data quality of the E-CODE data and provide data quality improvement feedback.						
<b>Update:</b> For fiscal year 2022, Nebraska EMS and Nebraska E-Codes both have their own award contract with the Highway Safety Office, in place of a single contract between the two. 4/21/22: Updated E-CODE data to pull more ICD-10 codes from annual raw hospital discharge data. 4/20/23: Completed the SAS code for creating the 2017-2022 Motor Vehicle Crashes (MVC)-related Hospitalizations and Emergency Department (ED) Visits dataset using E-code data; completed the SAS code for creating the 2017-2021 Fall-related Hospitalizations and ED Visits using E-code data. As well as, started to work on the preliminary analysis of the trend of MVC-related Hospitalizations & ED Visits. 10/19/23: Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Conducted ongoing analysis of E-bike and E-scooter data, examining related injuries based on EMS, E-CODE, and Trauma data 4/18/24: The 2022 E-code data quality assessment report cards have been generated and disseminated to 89 reporting facilities to provide data quality improvement feedback.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 24		Project Name: Create a Data Dictionary for the EMS/Injury Surveillance Systems				
<b>Lead Agency:</b> DHHS		<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566				
<b>Project Description / Purpose:</b> Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the accuracy and uniformity of the EMS/Injury Surveillance System data.						
<b>Update:</b> Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/20/23: Efforts have been made to communicate with the Office of Emergency Health systems in order to identify a contact person for eNARSIS. The 2017-2022 MVC-related dataset using EMS data has been prepared. As well as, started work on the preliminary analysis of the trend of MVC-related EMS incidents 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 1/18/24: Started the Nebraska Traffic Safety Data Inventory Project; conducted a comprehensive literature review						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	Section: 405c	\$0	\$0	\$0	\$0	\$0

Project # 25		Project Name: Create System Performance Measures for the EMS/Injury Surveillance Systems				
<b>Lead Agency:</b> DHHS		<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566				
		Tim Wilson <a href="mailto:Tim.Wilson@nebraska.gov">Tim.Wilson@nebraska.gov</a> 402-471-0124				
<b>Project Description / Purpose:</b> Develop quality control program for the EMS/Injury Surveillance data systems including timeliness, accuracy, completeness, uniformity, integration, and accessibility. Include data audits to identify trends and differences.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the data in the EMS/Injury Surveillance systems.						
<b>Update:</b> Working with Nebraska Hospital Association (NHA) to develop annual reports for hospitals based on their desired information. 1/1/22: Office of Emergency Health Systems created an E-NARSIS Elite account for DHHS. 4/21/22: DHHS received the 2020 Hospital Discharge data. 4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available. 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment. 4/18/24: Completed 2023 EMS data quality assessment annual report. Completed 2022 E-code data quality assessment annual report and shared with reporting hospitals. DHHS received the Hospital Discharge Data (HDD) from the NHA on a quarterly basis. The timeline for the DHHS to receive the HDD depends on whether all the hospitals meet their submission deadline to the NHA and the NHA meets the deadline to submit them to us. Usually, for the first quarter of the year data (Q1), DHHS will receive it in early July of the same year. For Q2 data, we receive them in October of the same year. For Q3, the receiving date is in January of the following year. We might receive the Q4 and annual completed HDD in April next year.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source Section: 405c</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
		\$0	\$0	\$0	\$0	\$0

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

10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment.  
 1/18/24: Started the Nebraska Traffic Safety Data Inventory Project; conducted a comprehensive literature review

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

**Project # 27**      **Project Name: Include Rehabilitation Data in the EMS/Injury Surveillance Data Systems**

<b>Lead Agency:</b> DHHS	<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566	Tim Wilson <a href="mailto:Tim.Wilson@nebraska.gov">Tim.Wilson@nebraska.gov</a> 402-471-0124
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**Project Description / Purpose:**  
Add rehabilitation data to the current data systems.

**System: Quality Category Project will Address: Traffic Records**

**Target or Deficiency Project will Address:**  
Improve the completeness of the EMS/Injury Surveillance data.

**Update:**  
As of July 2020, the Trauma Regulations are going to a third hearing and then through the remaining approvals. This will include updates for Rehab and Burn centers data collection requirements.  
 4/20/23: Trauma Regulations have passed effective 5/17/2022. There is currently no designated rehab or burn facilities, so no data is being collected from those facilities at this time.  
 4/18/24: DHHS does not have access to rehab data and can't integrate it with their data system.

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

**Project # 28**      **Project Name: Track Frequency, Severity, & Nature of Injuries in MVC**

<b>Lead Agency:</b> DHHS	<b>Contact Information:</b> Ming Qu <a href="mailto:Ming.Qu@nebraska.gov">Ming.Qu@nebraska.gov</a> (402) 471-0566
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**Project Description / Purpose:**  
Track the frequency, severity, and nature of injuries in Motor Vehicle Crashes (MVC). This information will improve the completeness of traffic record data.

**System: Quality Category Project will Address: Traffic Records**

**Target or Deficiency Project will Address:**  
Improve the completeness of EMS/injury surveillance data.

**Update:**  
4/20/23: The 2021 Hospital Discharge Data and EMS data are available. However, the CODES data linkage has to be postponed until the Crash Data become available.  
 10/19/23: Continued to assess the data quality of the EMS and E-code data, provide report card to EMS services and hospitals for data providers to improve data quality. Prepared the 2023 semiannual summary reports for the EMS and E-CODE data quality assessment.

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

<b>Project # 29</b>		<b>Project Name: Allow Access to Roadway Data</b>				
<b>Lead Agency:</b> NDOT		<b>Contact Information:</b> Walter Moy <a href="mailto:walter.moy@nebraska.gov">walter.moy@nebraska.gov</a> 402-479-4755				
<b>Project Description / Purpose:</b> Allow access to the roadway data for information users and other departments that could update the information.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the accessibility of the roadway data.						
<b>Update:</b> 5/27/22: Mark Lindemann left his position; replacement will be hired. 4/20/23: Working with the NDOT GIS team on requests for roadway data in shapefile form 4/18/24: No changes in this project, they have not received any requests for NDOT roadway data other than from our internal NDOT counterparts.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b> Section: 405c	<b>2022</b> \$0	<b>2023</b> \$0	<b>2024</b> \$0	<b>2025</b> \$0	<b>2026</b> \$0

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

4/18/24: Creating an SOP for that will address the accuracy and uniformity of roadway inventory data but have not created any new internal data audits to identify differences. There are limits to the current data systems and several looming process changes that are preventing further progress.

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

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

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

<b>Project # 33</b>	<b>Project Name: Highway Safety Information System Database Rewrite</b>					
<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628					
<b>Project Description / Purpose:</b> Replace the existing IBM DB2 mainframe HSI database with a modern database software solution with normalized structure to minimize data redundancies. Expand the underlying database tables to allow for the collection of all MMUCC version 4 data elements, making NDOT 100% MMUCC version 4 compliant.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> The target of this project is to improve the crash data completeness to 100% MMUCC version 4 compliant from the current approximate 50%. An additional target is to improve the timeliness from the current average of 30 days to 15 days from the crash date to the time the data is available in the HSI database.						
<b>Update:</b> Project plans are completed to start in October 2016. 7/21/16: Directed by Dan Waddle to create a Request For Proposal (RFP) to replace the system. I'm currently performing the requirement gathering phase of the project. 10/20/16: A rewriting of the Highway Safety Information system (HSI) is required in order to accommodate the new Model Minimum Uniform Crash Criteria (MMUCC) 4+ data elements and table structure. At this time NDOT knows the HSI database needs to be redesigned or replaced, but a decision hasn't been made as to the direction this stage of the project will take. The upcoming meeting on October 27 <sup>th</sup> will dictate the direction of the upgrade and the go-live date for the complete MMUCC 4+ Upgrade Project. 1/5/17: The MMUCC coding team met with NDOT's upper management on October 27, 2016, to discuss the project's scope, time and cost. With our current level of understanding, it has been estimated that the project will take between 2.08 to 6.26 years (mean 4.17 years) and cost between \$1.7 million and \$5.1 million (mean \$3.4 million). Management has requested that a Request For Information (RFI) be drafted and posted. Currently, the RFI is completed and waiting for final BTSD approval before being sent to NDOT Procurement for review and posting which is expected by end of next week. 4/20/17: NDOT received one response, we are currently reviewing the response and have a meeting to discuss the findings with upper management on May 2, 2017. We will know more after this meeting on which approach the new vehicle crash database will take – in-house created or a third-party solution. 4/20/18: Since a complete replacement of the current vehicle crash database is needed to accommodate the MMUCC 5 data requirements, NDOT has made the decision to replace the current database. A Request for Proposal (RFP) was completed and posted on December 28, 2017 with a final closing date of January 25, 2018. Final negotiations are in progress and no firm date has been established to have a vendor on site. 7/16/20: The vendor (LexisNexis) to date has created the Administration, Transcriber, Transcriber Quality Control, and Indexing screens. Work is currently being done on the Location Mapping and Location Mapping Quality Control screens; as well as, the workflow, incoming electronic report matching, and report validation processes. The MMUCC5 (CID) project is on schedule with a "go-live" date of January 1, 2021. 5/27/21: MMUCC 5, Crash Information Database (CID) system was launched 1/1/2021, but some reporting details continue to be resolved. A NHTSA Go-Team will be requested to verify the MMUCC mapping as soon as all issues are resolved. July 2021: Justice Data Solutions (JDS) completed their system's front-end process to allow agencies reporting through JDS system to enter a MMUCC 5 report. 10/18/21: The Investigator Crash Reporting system (ICR) passed State certification and is targeting the end of the year to have the Omaha Police Department (OPD) officers trained and the ICR deployed. ICR going live in Q1 of 2022. 4/20/23: OPD went live with the ICR mid-February 2023. OPD is 100% electronic in submitting vehicle crash reports. 4/18/24: NDOT will never be fully MMUCC 4 or 5 compliant. MMUCC 4 has two high-occupant vehicle (HOV) fields, but Nebraska has no HOV lanes in the state. We did put the HOV fields into the database, but the HOV question is not on the form. 4/18/24 NE State Patrol has been making enhancements to the crash report form to decrease the time from the crash to time report is received by NDOT. In 2022, average submission time was 6.57 days. In 2023, average submission time was 5.33 days. This is an improvement of 18.8%. NSP attributed the main source of improvement as training, however submission time is expected to continue decreasing due to planned changes in the crash form (automation, incomplete form reminders.)						
	<b>Source</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>

<b>Estimated Budget/Funding Source by Year:</b>	<b>Section: 405c</b>	<b>\$0</b>	<b>\$100,000.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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<b>Project # 34</b>	<b>Project Name: Crash and Roadway Data Interface for Roadway Safety Analysis</b>					
<b>Lead Agency:</b> NDOT	<b>Contact Information:</b> Sean Owings <a href="mailto:sean.owings@nebraska.gov">sean.owings@nebraska.gov</a> (402) 479-4628					
<b>Project Description / Purpose:</b> Improve interface of crash data and roadway data by linking crash data, roadway LRS, and roadway data in a new safety analysis software. The newly linked roadway data will include MIRE FDE data.						
<b>System: Quality Category Project will Address: Traffic Records</b>						
<b>Target or Deficiency Project will Address:</b> Improve the interfaces with crash data system to reflect best practices.						
<b>Update:</b> NDOT kicked off implementation of AASHTOWare Safety analysis software and is identifying and compiling roadway, LRS, and crash data. Implementation is planned for completion in 2022. 4/20/23: AASHTOWare Safety is in production with a limited dataset. NDOT is in the process of mapping the historical data to the new AASHTOWare Safety. Once mapped, AASHTOWare Safety will have access to crash data from 1/1/2003 – current completed data. 4/18/24: The CID system pulls a subset of the roadway database when the location of the crash is entered.						
<b>Estimated Budget/Funding Source by Year:</b>	<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
	<b>Section: 405c</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## VII. Index of Acronyms

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

## **Racial Profiling Data Collection Grant**

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

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

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

#### **Nebraska Racial Profiling Revised Statutes**

##### **20-501. Racial profiling; legislative intent.**

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

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

##### **20-502. Racial profiling prohibited.**

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

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

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

##### **20-503. Terms, defined.**

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

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

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

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

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

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

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

(a) Internal affairs investigation;

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

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

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

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

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

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

(a) The number of motor vehicle stops;

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

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

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

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

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

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

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

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

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

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

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

#### **20-505. Forms authorized.**

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

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

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

(1) The Racial Profiling Advisory Committee is created.

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

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

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

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



# NEBRASKA

## IMPAIRED DRIVING STRATEGIC PLAN

Presented by the  
Nebraska Impaired Driving Task Force



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## **Executive Summary**

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

## **About the Impaired Driving Task Force**

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

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

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

## **Mission**

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

## **Impaired Driving Strategic Plan Priorities**

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



## Targets

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

### Long Range Target

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

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

## Meeting Schedule

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

FY2023:

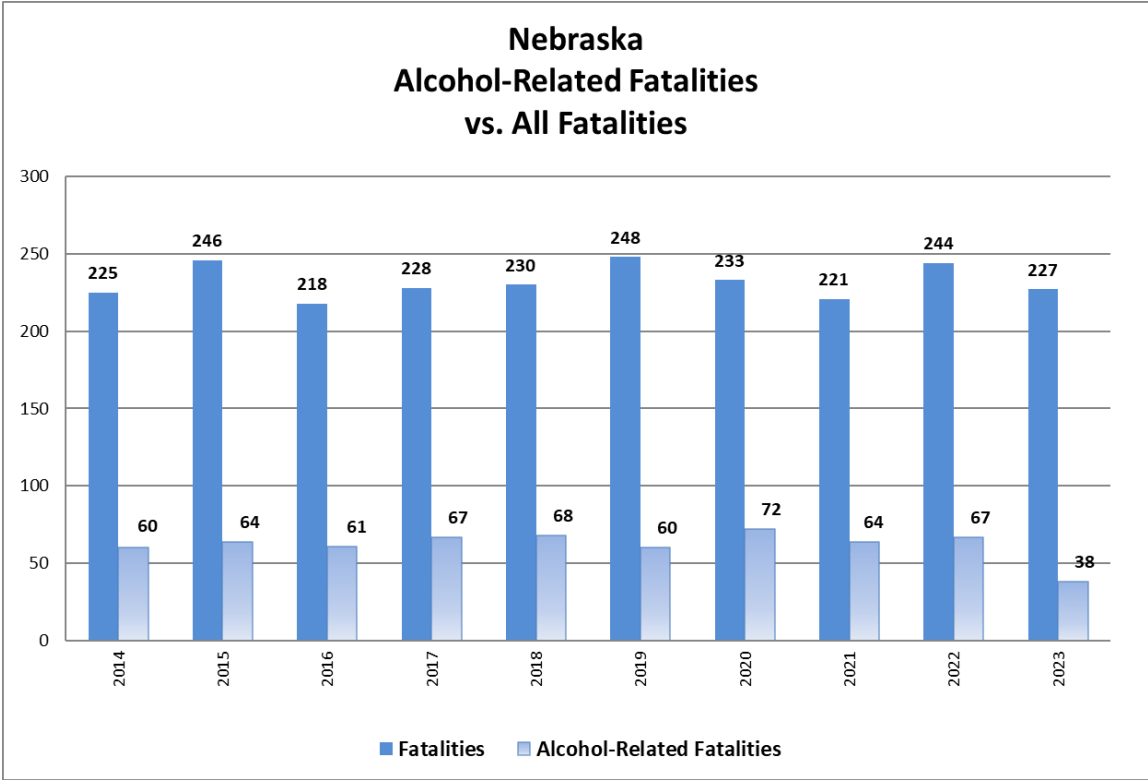
- November 15, 2022
- January 17, 2023
- May 23, 2023
- August 29, 2023

FY2024

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

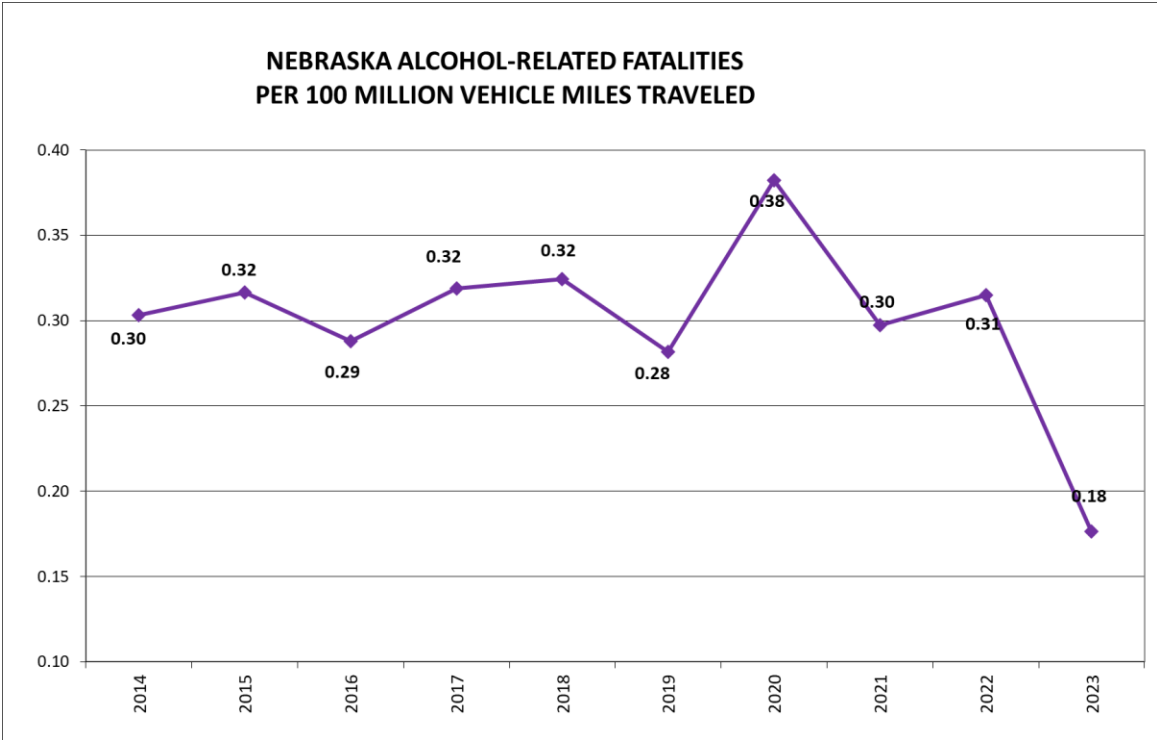
## Program Data

Nebraska has made some progress during the last decade in reducing alcohol-impaired driving fatalities. During 2023, 38 persons were killed in crashes in Nebraska involving a driver with a BAC of .08 or above. Alcohol-impaired fatalities have decreased over that last decade, reaching a high of 72 in 2020 and a low of 38 in 2023. Each year approximately 26% of all traffic fatalities in Nebraska involve an alcohol-impaired driver.



Source: FARS and NDOT

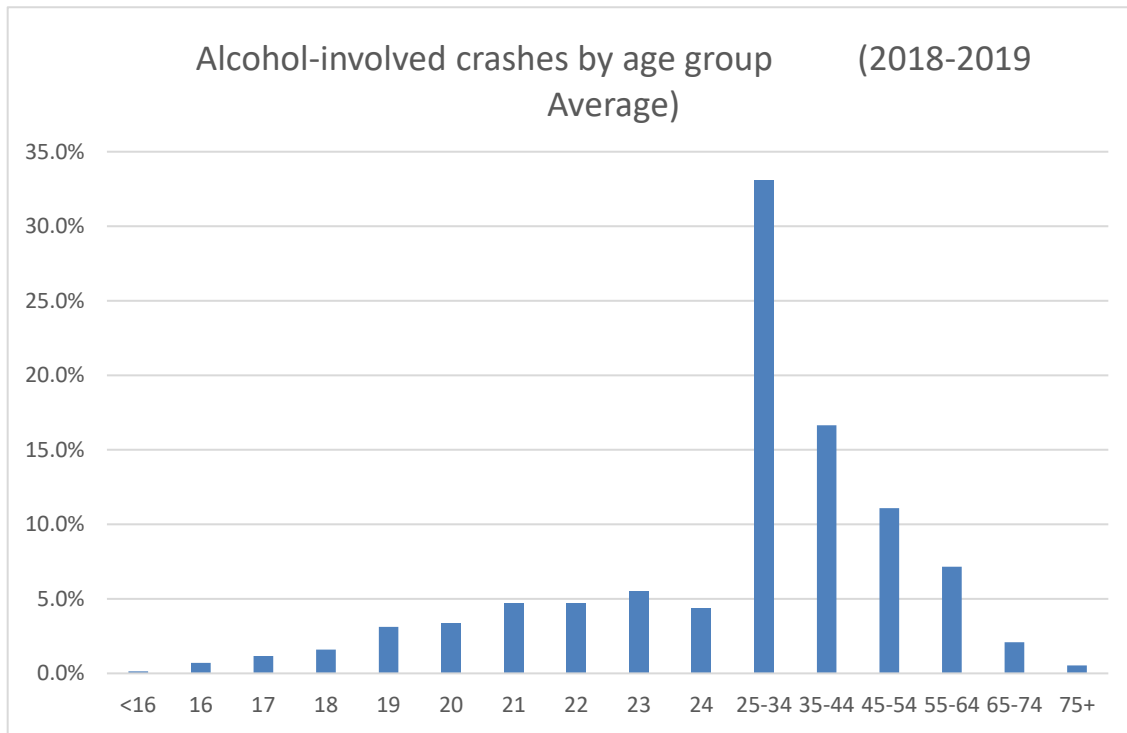
Even though the number of alcohol-impaired driving fatalities has remained steady in the past decade, there has been a decrease in fatalities per vehicle mile traveled (VMT) in 2023. In 2023, there were .18 alcohol-impaired driving fatalities per 100 million VMT, a decrease of 53% since 2020.



Source: NDOT Highway Safety Office, 7/1/2024

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

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



Source: NDOT - Standard Alcohol Crash Data 2019

The following table shows the 25 counties in Nebraska with the highest number of alcohol-impaired fatalities, A and B injuries in 2023. These numbers coincide with the above information that the majority of the alcohol-impaired fatalities are in the urban areas. The IDTF will focus on these most at-risk counties for impaired driving fatalities and serious injuries.

NEBRASKA PRIORITY COUNTIES FOR FY2025									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
County	Congressional District	2023 FAB Crashes	* FAB Crash Rate	* Alcohol Rate	* Speed Rate	* Youth Rate	* All Other Factors Rate	* Low Occ/Prot Percentage	** 2023 Population
ADAMS	Three	98	41.13%	0.00%	3.78%	9.23%	35.68%	61.02%	30899
BUFFALO	Three	204	28.88%	13.95%	0.57%	7.79%	23.64%	69.08%	50697
CASS	One	73	14.98%	181.50%	2.05%	3.90%	9.44%	58.42%	27446
CEDAR	Three	35	24.75%	0.20%	35.36%	6.36%	23.34%	51.35%	8262
COLFAX	One	40	31.23%	0.00%	24.21%	7.81%	28.89%	57.41%	10566
DAKOTA	Three	61	30.24%	1.41%	5.45%	6.45%	24.79%	65.28%	21268
DAWSON	Three	78	15.43%	0.26%	3.16%	3.36%	13.65%	60.75%	24085
DODGE	One	139	35.96%	0.00%	2.07%	7.76%	32.08%	72.57%	37187
DOUGLAS	Two	1898	39.91%	36.10%	0.02%	8.31%	36.06%	66.67%	589540
GAGE	Three	46	19.55%	3.02%	14.03%	4.25%	17.85%	61.82%	21634
HALL	Three	204	28.51%	0.00%	0.84%	8.52%	25.85%	62.79%	62197
HAMILTON	Three	37	11.04%	1.41%	11.64%	2.98%	9.85%	76.00%	9537
LANCASTER	One	1250	46.69%	7.97%	0.07%	12.51%	43.11%	79.61%	326716
LINCOLN	Three	138	21.03%	30.96%	0.76%	6.40%	16.46%	56.65%	33365
MADISON	One	100	32.09%	2.75%	4.17%	9.30%	28.88%	63.93%	383
OTOE	One	49	18.88%	20.62%	8.09%	4.24%	15.03%	44.93%	16335
PHELPS	Three	33	29.53%	7.38%	76.07%	8.05%	28.64%	44.19%	9057
PLATTE	One	128	38.73%	0.00%	3.63%	12.40%	35.70%	70.73%	34609
SALINE	Three	41	33.80%	0.14%	11.54%	12.36%	25.55%	57.41%	14555
SARPY	One/Two	382	24.38%	0.30%	0.19%	5.42%	22.02%	75.99%	199886
SAUNDERS	One	45	16.82%	47.75%	6.35%	2.24%	11.21%	68.12%	23463
SCOTTS BLUFF	Three	138	46.53%	9.75%	2.36%	10.79%	39.79%	69.41%	35699
SEWARD	One	83	19.43%	1.67%	3.51%	3.75%	17.09%	86.61%	17671
WASHINGTON	One	57	28.35%	0.63%	11.44%	4.97%	25.37%	59.42%	21152
YORK	Three	63	16.26%	7.15%	4.65%	2.84%	14.45%	65.96%	14356
25 County Population									1640565
Statewide Totals		6128	28.45%	7.15%	2.41%	5.56%	25.08%	67.49%	1978379
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2023 Preliminary State Crash Data, 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 2023 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2023 Preliminary State Crash Data, Fatal, A and B Injuries Crashes.									
									83% of Population

## **Program Evaluation**

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

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

## **Prevention and Education Plan**

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

### **Law enforcement community outreach**

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

### **Drugged Driving Summit**

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

The objectives of the summit are:

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

The NDOT-HSO plans to carry out a Drugged Driving Summit in 2026.

### **Nebraska Collegiate Prevention Alliance to Reduce High-Risk Drinking**

Funding is provided to further the development of the Nebraska Collegiate Prevention Alliance (NECPA\_ to Reduce High Risk Drinking. The funding will support initiatives that address; (1) the Nebraska Collegiate Prevention Alliance’s continued work to provide technical support, to the 26 member institutions of higher education, for planning, developing, and implementing evidence based individual and environmental interventions to reduce high-risk drinking, drinking and driving and drunk driving, (2) expand the use and implementation of evidence based best practices, (3) skill building workshops for members and prevention specialists, and (4) receive continued data analysis support. NECPA has a web-based program with a customized brief intervention available to all participating colleges and universities in the state.

### **Nebraska Highway Safety Conference**

The Nebraska Highway Safety Conference will be hosted by the NDOT Highway Safety Office in Kearney, NE at the Younes Conference Center. Local and national presenters will be invited to present updated safety information on many topics including impaired driving prevention, drug recognition and impaired education. The NDOT-HSO plans to continue to work with the Nebraska Interagency Safety Committee to research and write the Nebraska Strategic Highway Safety Plan and to host additional joint conferences in the future.

### **Project Extra Mile**

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

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

### **Enforcement/Deterrence Plan**

The Plan is using evidence-based traffic safety enforcement strategies to address the problem areas described in the Background section – and to meet the state targets for 2025 and 2026 – NDOT-HSO, law enforcement, and other partners will focus on strategies that have been proven effective in reducing motor vehicle crashes, injuries, and fatalities.

The IDTF is committed to strong, high visibility enforcement of our state’s laws, supported by an intensive public information and education media campaign. The FY2024 and FY2025 statewide enforcement plans include each of the elements described below.

### **High-Visibility Enforcements**

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

## **Enforcement of Underage Drinking Laws**

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

Other planned activities include:

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

## **Binge Drinking Prevention Initiatives**

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

## **Traffic Safety Resource Prosecutor**

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

## **Alcohol Equipment Support**

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



## **Law Enforcement Training**

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

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

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

The NDOT – HSO's DECP offers Drug Impaired Training for Education Professionals (DITEP). This training allows education professionals to identify chemically impaired individuals for the purpose of ensuring a safe learning environment and prevents an impaired student from driving to and from the school campus.

## **Alcohol Selective Overtime**

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



Statewide selective alcohol overtime enforcement will be conducted during the national events for the “Winter Holiday Impaired Driving Crackdown Mobilization” December 13, 2024 – January 1, 2025 and “Drive Sober or Get Pulled Over Mobilization” August 19 – September 5, 2025. All selective alcohol overtime enforcement efforts will be required to conduct a pre- and post- media event or activity to follow the best practices examples of advising the community of their upcoming activities, conducting the enforcement activity, and then reporting the results of the enforcement activity. During all of the selective alcohol overtime enforcement efforts a combination of sobriety checkpoints, saturation patrols and enforcement zones will be utilized.

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

## Laws

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

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

effect; results of test; available upon request.

- 60-6,200 - Driving under influence of alcoholic liquor or drugs; chemical test; consent of person incapable of refusal not withdrawn.
- 60-6,201 - Driving under influence of alcoholic liquor or drugs; chemical test; violation of statute or ordinance; results; competent evidence; permit; fee.
- 60-6,202 - Driving under influence of alcoholic liquor or drugs; blood test; withdrawing requirements; damages; liability; when.
- 60-6,203 - Driving under influence of alcoholic liquor or drug; violation of city or village ordinance; fee for test; court costs.
- 60-6,204 - Driving under influence of alcoholic liquor or drugs; test without preliminary breath test; when; qualified personnel.
- 60-6,210 - Blood sample; results of chemical test; admissible in criminal prosecution; disclosure required.
- 60-6,211 - Lifetime revocation of motor vehicle operator's license; reduction; procedure.
- 60-6,211.01 - Person under twenty-one years of age; prohibited acts.
- 60-6,211.02 - Implied consent to submit to chemical test; when test administered; refusal; penalty.
- 60-6,211.05 - Ignition interlock device; continuous alcohol monitoring device and abstention from alcohol use; orders authorized; prohibited acts; violation; penalty; costs; Department of Motor Vehicles Ignition Interlock Fund; created; use; investment; prohibited acts relating to tampering with device; hearing.
- 60-6,211.08 - Open alcoholic beverage container; consumption of alcoholic beverages; prohibited acts; applicability of section to certain passengers of limousine or bus.
- 60-6,211.11 - Prohibited acts related to ignition interlock device; violation; penalty
- 60-498.01 – 24/7 Sobriety Program

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

## **Adjudication Plan**

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

## **Mothers Against Drunk Driving (MADD)**

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

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

### **Felony Motor Vehicle Prosecution Unit**

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

### **Administrative License Revocation**

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

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

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

### **DWI Court**

#### **Lancaster County DUI court**

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

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

### **Judicial Education/Training**

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

## Post-Conviction and Treatment Plan

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

### 24/7 Sobriety Program

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

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

## Media and Outreach Plan

The IDTF will follow the NDOT-HSO media plan that has been proven effective in the past. IDTF will utilize the FY25 Communication Campaign for this program area and the planned activities include, *Impaired Driving is Deceptively Dangerous, Drive Sober or Get Pulled Over, You Drink and Drive. You Lose and If you feel different you drive different.* These campaigns will be carried out using an extensive combination of electronic, print and non-traditional media methods including but not limited to: earned, paid and social media reaching across the state. The target audience will be the high-risk group, primarily males ages 18-34.

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

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

In addition to all grantees, local agencies, and organizations, the NDOT-HSO will continue to utilize the Governor's Office, DHHS, DMV, NSP and other State agencies to assist withkick-off promotional efforts to draw attention to the national and Nebraska traffic safety mobilizations/initiatives.

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

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

## **Budget**

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

## **Plan Approval**

The Impaired Driving Task Force met on May 23, 2023, to discuss impaired driving issues in the State and to develop this Plan. The membership subsequently approved the final version of the Plan on June 24, 2024.

### Nebraska's Impaired Driving Task Force Charter

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

  
\_\_\_\_\_  
Governor's Highway Safety Representative  
Director, Nebraska Department of Transportation

7-22-24  
Date

Nebraska Impaired Driving Task Force Members

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# NEBRASKA DRIVER'S MANUAL

Save time, go online  
[dmv.nebraska.gov](http://dmv.nebraska.gov)



NEBRASKA  
DEPARTMENT OF MOTOR VEHICLES

ENGLISH





**Pete Ricketts**  
Governor

## STATE OF NEBRASKA

OFFICE OF THE GOVERNOR  
P.O. Box 94848 • Lincoln, Nebraska 68509-4848  
Phone: (402) 471-2244 • [pete.ricketts@nebraska.gov](mailto:pete.ricketts@nebraska.gov)

Dear Fellow Drivers:

Thank you for educating yourself about the rules and regulations of Nebraska's roadways. The Nebraska Driver's Manual can help you successfully prepare for the driver's license written and skills tests. You can also access this manual, practice test questions, and other resources online at [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov).

Driver safety depends on education. In 2020, Nebraska had one driving-related crash every 18 minutes. With the proper education and attention to safety, everyone using the road can arrive safely at our destinations. To achieve the goal of reducing vehicle crashes, each of us must dedicate our individual attention to the rules of the road when driving. Remember, people on bicycles and pedestrians are also depending on your attention to safety behind the wheel. Understanding the information in this manual is an important first step.

We have a beautiful state, and I hope that you take the time to travel the highways and byways from the Pine Ridge to the Missouri River. As always, make sure you buckle up and require your passengers to do the same. I recommend keeping this manual close by as a reference so that you can utilize it in the future.

For Nebraska,

A handwritten signature in cursive script that reads "Pete Ricketts".

Pete Ricketts Governor

# **Nebraska Department of Motor Vehicles**

## **OUR VISION**

**Our vision is to have quality, accessible,  
secure services available for all  
Nebraska DMV customers.**

## **OUR MISSION**

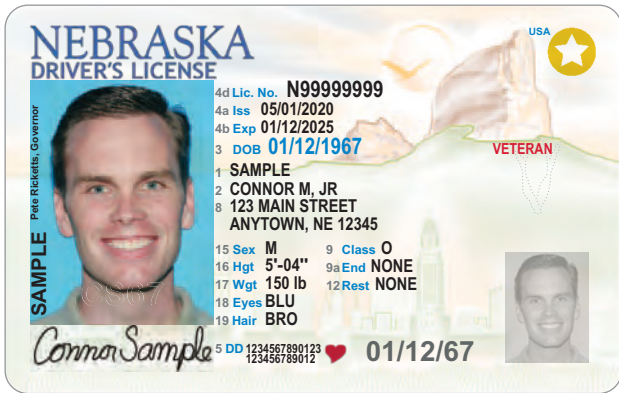
**Exceptional employees deliver accurate,  
secure and innovative services.**



# IMPORTANT NOTICE



Stopped issuing July 2021



Started issuing July 2021

The Nebraska Department of Motor Vehicles (DMV) only issues REAL ID compliant driver's licenses and State ID Cards, and has done so since November 22, 2013. Consequently, all **valid** Nebraska driver's licenses and State ID cards held by individuals are REAL ID compliant. REAL ID documents can be identified by the gold star in the upper, right hand corner of the document.

Beginning May 3, 2023, every air traveler (age 18 and older) will need a Real ID compliant driver's license, state-issued enhanced driver's license, or another acceptable form of ID to fly within the United States. Without an approved form of identification, you may not be allowed to pass through airport security or board your flight.

TSA does NOT accept the Nebraska 30-day temporary driver's license or State ID Card to board planes or enter certain federal facilities.

# DMV TIPS

- **Many documents can now be obtained online at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services).** Please refer to 1-I of this manual. If your license expires prior to your 72<sup>nd</sup> birthday, you may renew your Class O or Class M license two consecutive times online. All individuals, regardless of age, may renew their State ID Card three consecutive times online. Individuals holding a valid Class O license may move to a State ID Card online.
- Parents of new drivers are encouraged to review and use [The Parent's Supervised Driving Program](#) which is given to all teens under age 16 applying for a Learner's Permit. The Program is designed to improve teen driver safety by providing parents and guardians with a methodical approach to teaching the requisite driving skills.
- Prior to visiting a Driver Licensing Office, please complete a data form (found in the centerfold of this manual or on the DMV website at [www.dmv.nebraska.gov/forms](http://www.dmv.nebraska.gov/forms)). Present it and your renewal notice postcard (if you received one) to Driver Licensing Staff.
- Make sure that you have appropriate proof of U.S. citizenship or lawful status, identification and principal address documents (refer to Section 1D-1 of this manual).
- Proof of social security number or a valid US Citizenship and Immigration Services I-94 or I-94A document (in a valid foreign passport) is required for all first time and renewal applicants (refer to Section 1D-1 of this manual).
- Take the time to carefully review this manual. Over 32% of first-time applicants fail the written test.
- For assistance with the written test, we recommend that you access the DMV website at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services). You will have the capability to take a practice interactive test online. There is also a sample test in the back of this manual.
- **Take full advantage of your renewal period.** Individuals 21 years of age and older may renew 90 days prior to their birthday. Individuals under 21 may apply for renewal 60 days prior to their 21st birthday. Permanent documents are mailed to an applicant's principal address and it can take up to 20 days to receive them. These documents are not forwarded.
- Avoid peak busy times at the Driver Licensing Offices: 1) after 3:00 p.m. each workday, 2) when schools are not in session, and 3) the day before and after a holiday.
- The operating hours for all permanent Driver Licensing Offices can be found in the back of this manual and office hours for all permanent and non-permanent Driver Licensing and County Treasurer locations on the DMV website at: [www.dmv.nebraska.gov/locations](http://www.dmv.nebraska.gov/locations).
- Be aware that some County Treasurers and the State Driver Licensing Offices in Douglas and Sarpy Counties do not accept checks. Others are not capable of accepting credit card payments. Have cash on hand if in doubt.



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# SECTION 1

## Nebraska License to Drive

### 1A Who Must Have a Nebraska License

- ◆ Any Nebraska resident who operates a motor vehicle on the streets and highways of Nebraska must have a license.
- ◆ Any new resident with a valid license from another state must obtain a Nebraska license within 30 days.

### 1B Graduated Driver Licensing (GDL) Driving Restrictions

- ◆ GDL laws are in place for your teen’s safety. By phasing in driving privileges, teens gain driving experience while keeping them out of situations that put them at higher risk for a crash.
- ◆ Here are the important elements of Nebraska’s driving restrictions that help to keep teen drivers safe.
  1. Cell Phones – No use of any type of interactive wireless communication device while operating a motor vehicle while in motion. Violation carries a \$200 fine for first offense and assessed points on license.
  2. Seat Belts – All occupants riding with a permit holder, including the driver, must wear a seat belt. Violation carries a \$25 fine.
  3. Passengers – Holder of a School Permit (SCP) may only transport family members who reside with them to the school attended by the holder. A holder of a Provisional Operator’s Permit (POP) is limited to one passenger younger than 19 who is not an immediate family member, for the first 6 months. Violation carries a one-point assessment on driving record.
  4. Nighttime Driving – Holder of a POP shall not drive from midnight to 6 AM unless to or from school activities or work. Violation carries a one point assessment on driving record.
  5. Alcohol – “Zero tolerance” (alcohol and other drugs) laws for drivers under the age of 21. First offense results in court impounding permit or license for 30 days. An under age 21 driver is subject to the same DWI laws as a person age 21 or over if the blood alcohol content is .08 (BAC) or greater.
  6. Violation of any driving restrictions can result in a suspended or revoked license.
  7. Individuals under 21 accumulating six or more points within one year are required to take a driver improvement course within three months.

### 1C Types of Permits and Licenses

#### 1C-1 Farm Husbandry Permit

- ◆ A Farm Husbandry Permit authorizes the operation of minitrucks and farm husbandry equipment.
  - A minitruck is defined as a foreign manufactured import vehicle or domestic manufactured vehicle which: 1) has an engine of one thousand five hundred cc’s or less, 2) is 67 inches or less in width, 3) has a dry weight of 4,200 pounds or less, 4) travels on four or more tires, 5) has a top speed of approximately 55 miles per hour, 6) is equipped with a bed



or compartment for hauling, 7) has an enclosed passenger cab, 8) is equipped with headlights, taillights, turn signals, windshield wipers, a rearview mirror and an occupant protection system, and 9) has a four-speed, five-speed or automatic transmission.

- Farm husbandry equipment is defined as off road vehicles designed for agricultural, horticultural or livestock-raising operations or for lifting or carrying an implement of husbandry.
- ◆ **Minimum Age:** 13 if you live on a farm or 14 if employed on a farm for compensation.
- ◆ **Testing:** vision, written and drive tests. A tractor written and a tractor (Class O) drive are required. If the applicant is stating they drive a mini truck, a Class O written and drive test are required. If not driving a mini truck, a “Z – no mini truck” restriction will be placed on the FHP. A county extension course completion certificate will waive the tractor written and drive tests.
- ◆ **Expiration:** 16th birthday.

## 1C-2 School Learner’s Permit – Type LPE

This permit is issued for the purpose of allowing a student to legally practice driving for a School Permit.

*NOTE: Individuals applying for a LPE must be eligible for a School Permit and meet all School Permit criteria.*

- ◆ **Minimum Age:** 14. May not apply before the 14th birthday.
- ◆ Must be accompanied by a licensed motor vehicle driver who occupies the seat beside the driver. Motorcyclists must be accompanied by a licensed motorcycle operator within visual contact. In the case of an autocycle operator, the permit holder must be occupying the seat beside or in front of the licensed operator.

*Note: Such licensed motor vehicle or motorcycle operator shall be at least 21 years of age and licensed by this state or another state.*

- ◆ **Testing:** Vision and written tests.
- ◆ **Expiration:** Three months following the date of issuance.

## 1C-3 School Permit – Type SCP

A School Permit can be issued if such person lives outside a city of 5,000 or more or attends a school outside a city of 5,000 or more. A person holding a School Permit may operate a motor vehicle: 1) unsupervised to and from where he or she attends school, or property used by the school he or she attends for purposes of school events or functions, over the most direct and accessible route by the nearest highway from his or her place of residence to transport such person or any family member who resides with such person to attend duly scheduled courses of instruction and extracurricular or school-related activities at the school he or she attends or on property used by the school he or she attends; or 2) anytime when accompanied by a licensed driver who is at least 21 years old. Motorcyclists must be accompanied by a licensed motorcycle operator who is within visual contact and at least 21 years old. In the case of an autocycle operator, the permit holder must be occupying the seat beside or in front of the licensed operator.

- ◆ **Minimum Age:** 14 years and two months May not apply until individual has held an LPE or LPD for at least two months.



- ◆ **Requirements:** Prior to making application for a SCP, individual must do **one** of the following:
  - 1) successfully complete a Department of Motor Vehicles approved Nebraska driver safety course, **or**
  - 2) complete a 50 hour certification form signed by a parent, guardian or licensed driver who is at least 21. The certification form must indicate that at least 10 hours of motor vehicle operation was between sunset and sunrise.
- ◆ **Testing:**
  - 1) The written and drive test will be waived if the applicant has completed a DMV approved driver safety course. Individuals will be given a paper waiver form by the School if they were not age eligible to have a School Learners Permit (LPE) issued by the DMV when they took the course. Schools transmit all other course completion results electronically to the DMV. Individuals, who had a School Learner's Permit when taking the course and who meet all eligibility requirements may go online at [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov) to obtain their school permit. They can also visit any driver licensing office to do so. Individuals who were not age eligible to have a School Learner's Permit when taking the course will be required to make application for the School Permit and present their paper waiver form to any driver licensing examiner.
  - 2) Individuals presenting a 50 hour certification form: vision and drive tests required, written test will be waived if individual has been issued a School Learners Permit (LPE) or Learner's Permit (LPD) that is valid or expired for no more than one year.
  - 3) Individuals applying for a motorcycle endorsement or Class M SCP with approved motorcycle safety course completion card: vision test.
  - 4) Individuals applying for a motorcycle endorsement without approved motorcycle safety course completion card: vision, motorcycle written and motorcycle drive tests. Written test will be waived if individual has been issued a School Learner's Permit (LPE) or Learner's Permit (LPD) that is valid or expired for no more than one year. LPE or LPD must be Class M or Class O with motorcycle endorsement on it. No 50 hour certification form will be required.
  - 5) Individuals applying for a Class M SCP without approved motorcycle safety course completion card: vision, motorcycle written and motorcycle drive tests. Written test will be waived if individual has been issued a School Learner's Permit (LPE) or Learner's Permit (LPD) that is valid or expired for no more than one year. LPE or LPD must be Class M or Class O with motorcycle endorsement on it. The 50 hour certification form will be required.
- ◆ All persons being transported in a motor vehicle operated by a holder of a SCP are required to ride secured in an occupant protection system.
- ◆ **Expiration:** 16 years and three months.

## 1C-4 Learner's Permit – Type LPD

This permit is issued to allow a person to legally practice driving for a Provisional Operator's Permit (POP), Operator's (Class O) or Motorcycle (Class M) License.

- ◆ **Minimum Age:** 15. May apply 60 days before 15th birthday, issuance must be on or after 15th birthday.



- ◆ Permit holder must be accompanied by a licensed driver at least 21 occupying the seat beside the driver. Motorcyclists must be accompanied by a licensed motorcycle operator who is at least 21 within visual contact. In the case of an autocycle operator, the permit holder must be occupying the seat beside or in front of the licensed operator.
- ◆ **Testing:** Vision and written tests. The written test will be waived if a School Learner's Permit (LPE), School Permit (SCP) or Learner's Permit (LPD) has been issued that is valid or has been expired for no more than one year.
- ◆ **Expiration:** One year following the date of issuance.

## 1C-5 Provisional Operator's Permit (POP)

The Provisional Operator's Permit allows an individual to operate a motor vehicle unsupervised in Nebraska from 6 a.m. to 12 midnight. Individual may only drive unsupervised between 12 midnight and 6 a.m. if they are driving to or from home to work or a school activity. Individual may drive anytime if they are accompanied by a parent, guardian or licensed driver who is at least 21.

During the first six months of the POP, the holder can only operate a motor vehicle with no more than one passenger who is not an immediate family member and who is under nineteen years of age.

- ◆ **Minimum Age:** 16. May apply 60 days before 16th birthday, issuance must be on or after 16th birthday.
- ◆ **Requirements:** Prior to making application for a POP, individual must:
  - 1) have held a School Learner's Permit (LPE), School Permit (SCP) or Learner's Permit (LPD) for at least six months and not accumulated three or more points on their driving record during the six month period immediately preceding the POP application date; and
  - 2) successfully complete a Department of Motor Vehicles approved Nebraska driver safety course, or
  - 3) complete a 50 hour certification form signed by a parent, guardian or licensed driver who is at least 21. The certification form must indicate that at least 10 hours of motor vehicle operation was between sunset and sunrise.
- ◆ **Testing:**
  - 1) The written and drive test will be waived if the applicant has completed a DMV approved driver safety course. Schools transmit all course completion results electronically to the DMV. Individuals, who had a Learner's Permit when taking the course, OR who were previously issued a School Permit and meet all eligibility requirements may go online at [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov) to obtain their POP. They can also visit any driver licensing office to do so.
  - 2) Individuals presenting a 50 hour certification form: vision and drive tests required, written test will be waived if individual has been issued a Learner's Permit (LPD) that is valid or expired for no more than one year.
  - 3) Individuals applying for a motorcycle endorsement or Class M POP with approved motorcycle safety course completion card: vision test.

- 4) Individuals applying for a motorcycle endorsement without approved motorcycle safety course completion card: vision, motorcycle written and motorcycle drive tests. Written test will be waived if individual has been issued a School Permit (SCP) or Learner's Permit (LPD) that is valid or expired for no more than one year. SCP or LPD must be class M or Class O with motorcycle endorsement on it. No 50 hour certification form will be required.
- 5) Individuals applying for a Class M POP without approved motorcycle safety course completion card: vision, motorcycle written and motorcycle drive tests. Written test will be waived if individual has been issued a School Permit (SCP) or Learner's Permit (LPD) that is valid or expired for no more than one year.

All persons being transported in a motor vehicle operated by a holder of a POP are required to ride secured in an occupant protection system.

- ◆ **Expiration:** 18th birthday.

## 1C-6 Operator's License (Class O)

A Class O License authorizes a license holder to operate any motor vehicle, including a Moped, Autocycle, All-Terrain Vehicle (ATV) and Utility-Terrain Vehicle (UTV). Does not include a motorcycle or commercial motor vehicle.

A drive test cannot be administered in an autocycle for a Class O license.

Definitions of a Moped, Autocycle, ATV and UTV can be found at the end of this section.

- ◆ **Minimum Age:** 17.

- ◆ **Testing**

- 1) Individuals under the age of 18 years old who have held a POP for at least 12 months and who have not accumulated three or more points on their driving records during the previous 12 month period are eligible for an operator's license. Since the written and drive tests are waived – they are eligible to obtain the license online at [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov) or by applying at any driver licensing office.
- 2) If an individual holds a POP and waits until they are between 18-21 years of age to apply for an operator's license, the written and drive tests will be waived. These individuals are eligible to obtain their license online at [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov) or by applying at any driver licensing office.
- 3) Individuals 18 or older applying for a first time license, who have never held a POP: vision, written and drive tests. Written test will be waived for individuals who have been issued a Learner's Permit (LPD) that is valid or expired for no more than one year.
- 4) Individuals under the age of 18 surrendering a valid out-of-state permit or license must meet POP requirements outlined in Section 1C-5.
- 5) New residents 18 or older surrendering a valid out-of-state license: vision test required, drive test administered at discretion of Driver Licensing Staff. If the applicant is unable to surrender the out-of-state license or if the license is expired, the written test will be required.
- 6) All other individuals renewing their Nebraska licenses: vision test required, written test waived if license is valid or expired for no more than one year and the drive test administered at the discretion of Driver Licensing Staff.

- 7) All applicants for a Class O license that fail three successive drive tests will not be eligible to reapply until they: 1) show proof of successful completion of a DMV approved driver training course, or 2) have held a LPD for at least 90 days.

## **Mopeds**

A moped is defined as a bicycle with fully operative pedals for propulsion by human power, an automatic transmission and a motor not exceeding 50 ccs that produces no more than two brake horsepower at a maximum design speed of no more than 30 miles per hour.

## **Autocycles**

An autocycle means any motor vehicle:

1. Having a seat that does not require the operator to straddle or sit astride it,
2. designed to travel on three wheels in contact with the ground,
3. having antilock brakes,
4. designed to be controlled with a steering wheel and pedals, and
5. in which the operator and passenger ride either side by side or in tandem in a seating area that is equipped with a manufacturer-installed three-point seat belt system for each occupant and that has a seating area that either:
  - a) is completely enclosed and is equipped with a manufacturer-installed airbags and a manufacturer-installed roll cage, or
  - b) is not completely enclosed and is equipped with a manufacturer-installed rollover protection system.

## **ATV / UTV**

An ATV (All-Terrain Vehicle) means any motorized off-highway device which:

- 1) is fifty inches or less in width,
- 2) has a dry weight of twelve hundred pounds or less,
- 3) travels on three or more non-highway tires, and
- 4) is designed for operator use only with no passengers or is specifically designed by the original manufacturer for the operator and one passenger.

A UTV (Utility-Terrain Vehicle) means any motorized off-highway device which:

- 1) is seventy-four inches in width or less,
- 2) is not more than one hundred eighty inches, including the bumper, in length,
- 3) has a dry weight of two thousand pounds or less, and
- 4) travels on four or more non-highway tires.

An ATV/UTV may be used on public roadways if:

- Outside the corporate limits of a city, village or unincorporated village if incidental to the vehicle's use for agricultural purpose;
- Within the corporate limits of a city or village if authorized by the city or village by ordinance; or,

- Within an unincorporated village if authorized by the county board by resolution.
- ◆ The operator must hold a valid Class O operator's license or farm permit.
- ◆ Any authorized ATV/UTV operation on public roadways must:
  - Occur only between sunrise and sunset at speeds lower than 30 mph.
  - Such operation must NOT be on a controlled access highway with more than two marked traffic lanes.
  - The headlight and taillight must be on and equipped with a bicycle safety flag.
  - The operator must have liability insurance coverage.
- ◆ Crossing a highway, other than a controlled-access highway with more than two marked traffic lanes, may occur only if:
  - The crossing is made at an angle of approximately 90 degrees and at a place where no obstruction prevents a quick and safe crossing;
  - The ATV/UTV is brought to a complete stop before crossing the shoulder or roadway of the highway;
  - The operator yields to the right-of-way to all oncoming traffic;
  - If crossing a divided highway, the crossing is made only at an intersection; and,
  - Both the headlight and taillight of the vehicle are on.
- ◆ Crossing a controlled-access highway with more than two marked lanes may occur if:
  - For an agricultural purpose; or
  - The crossing is made at an intersection controlled by a traffic signal or if outside the city limits controlled by stop signs;
  - The crossing is made in compliance with the traffic signal or stop signs;
  - The intersection is located within the corporate limits of a city or village and such crossing is authorized by ordinance;
  - The intersection is located within an unincorporated village and such crossing is authorized by a county board resolution;
  - The intersection is located outside the corporate limits of a city or village and outside any unincorporated village and authorized by a county board resolution.

## 1C-7 Motorcycle License (Class M)

A Class M License authorizes a license holder to operate a motorcycle or three-wheeled motor vehicle. For more information, obtain a copy of the *Motorcycle Operator Manual*.

- ◆ **Minimum Age:** 17. Individuals under the age of 18 may not apply until they have held a Provisional Operator's Permit (POP) for at least 12 months and have not accumulated three or more points on their driving record during the previous 12 month period.
- ◆ **Testing:**
  - 1) Individuals under the age of 18 that have been issued a POP meeting the POP criteria listed above: vision test. The POP must be a Class M POP or have the motorcycle endorsement on it.

- 2) Individuals 18 or older who have held a POP within the last 24 month period: vision test. The POP must be a Class M POP or have the motorcycle endorsement on it.
- 3) Individuals 18 or older applying for a first time license, who have never held a POP: vision, written and drive tests. Written test may be waived for individuals who have been issued a Nebraska Learner's Permit (LPD) that is valid or expired for no more than one year (Class M or Class O with motorcycle endorsement).
- 4) Individuals under 18 surrendering a valid out-of-state license must meet the POP requirements outlined in Section 1C-5.
- 5) New residents 18 or older surrendering a valid out-of-state license (Class M or Class O with motorcycle endorsement): vision test required, drive test administered at the discretion of Driver Licensing Staff. If the applicant is unable to surrender the out-of-state license or if the license is expired, the written test will be required.
- 6) Individuals renewing their Nebraska motorcycle license or Class O license with a motorcycle endorsement: vision test required, written test waived if license is valid or expired for no more than one year and the drive test administered at the discretion of Driver Licensing Staff.
- 7) All applicants for a Class M license that fail three successive drive tests will not be eligible to reapply until they: 1) show proof of successful completion of a DMV approved driver training course, or 2) have held a LPD for at least 90 days.

A "Z" restriction will be placed on the license when a motor scooter, 3 wheeled scooter or 3 wheeled motorcycle is used during the drive test. Other restrictions as determined by Driver Licensing Staff may also be placed on the license.

## **1C-8 Commercial License (Class A, B, or C)**

A Commercial Driver's License (CDL) is required for anyone driving a vehicle that has a Gross Combination Weight Rating (GCWR) or Gross Vehicle Weight Rating (GVWR) of more than 26,000 pounds, carries 16 or more persons (including the driver), or transports placarded amounts of hazardous materials. For more information obtain a copy of *Nebraska's Manual for Commercial Driver's Licensing*.

No holder of a CDL can enter a traffic diversion program to avoid a conviction for a traffic citation (except a parking violation).

## **1C-9 School Bus Permit**

The DMV no longer issues school bus permits. Please contact your school's transportation manager for additional information regarding requirements for pupil transportation.

## **1D Obtaining a Non-Commercial Permit, Non-Commercial License or State ID Card**

### **1D-1 U.S. Based Proof of Citizenship or Proof of Lawful Status and U.S. Based Identity Verification, Principal Address and Social Security Number or Exemption Requirements**

## Applying for a Nebraska Non-Commercial Permit, Non-Commercial License, or ID Card?

When applying for a Nebraska permit, license or State ID Card, you must present documentation of:

1. Proof of U.S. Citizenship or Lawful Status, containing Name, Date of Birth and Identity.
2. Principal Address in Nebraska (at least two documents are required).
3. Applicants must disclose their valid social security number which can be verified through the Social Security Administration or show proof of exemption from this requirement by presenting a valid, unexpired record of arrival and departure in a valid foreign passport (I-94 or I-94A).

**To help ensure your application process is as smooth as possible, please remember:**

- All new applicants (first time Nebraska applicants or applicants presenting valid out of state documents) are required to provide proof of citizenship. **Once proof of citizenship has been presented, proof will not be required on subsequent visits to the driver licensing office.**
- Applicants who are not U.S. citizens will be required to provide proof of lawful status. **Proof of lawful status is required for each visit to the driver licensing office.**
- Documents must be certified with a raised seal or stamp.
- Faxed or photocopied documents will NOT be accepted.
- Documents are subject to departmental review and approval.
- Additional information may be required.
- In some cases, document approval may not occur on the same day and may require an additional visit to the driver licensing office.
- Any document which states “NOT TO BE USED FOR PROOF OF IDENTIFICATION” will not be accepted for identity verification purposes.
- The Department may retain copies of any document presented.

### 1. Valid U.S. Citizenship or Proof of Lawful Status and U.S. Based Identity Verification

(Present **ONE** document listed below to establish proof of U.S citizenship or lawful status and identity.)

***In the event of a name change, you must present document(s) (certified marriage license(s), certified divorce decree(s) or a court order) that links your new name to the name that currently exists on your permit, driver’s license or State ID Card. Lawful status applicants may use a Petition of Name Change.***

1. A certified birth certificate issued by a State Government Office. Individuals presenting city or county birth certificate may be asked to provide additional identification documents. Hospital issued birth certificates cannot be accepted nor can Puerto Rican birth certificates issued prior to September 30, 2010.
2. A valid, unexpired U.S. passport or passport card.
3. A valid, unexpired Record of Arrival and Departure in a valid foreign passport (I-94 or I-94A). If status is F1, F2, J1, J2, M1 or M2, an I-20

and/or DS-2019 will also be required to provide SEVIS information. If the I-94 or I-94A is stamped “Refugee” or the place of origin is Canada, the valid foreign passport is not required. If the I-94 or I-94A is stamped “Refugee” an I-797 may be required. If you have a current I-797 for any I-94 status, you may want to show this to help simplify the process. Visas, Form I-151, I-94W or I-94 Border Crosser will not be accepted.

4. A valid, unexpired Permanent Resident Card (I-551).
5. A valid, unexpired ADIT stamp “Processed for I-551, temporary evidence of lawful admission for permanent resident until \_\_\_\_\_” in a valid foreign passport. After June 28, 2004 printed statement “Upon Endorsement Serves as Temporary I-551 Evidencing Permanent Resident for 1 Year” in a valid foreign passport, providing the proper placement of an admission stamp.
6. A valid, unexpired Employment Authorization Card (I-766).
7. Certificate of Naturalization, Form N-550 or Form N-570.
8. Certificate of Citizenship, Form N-560 or Form N-451.
9. Consular Report of Birth Abroad (CRBA) issued by the U.S. Department of State, Form FS-240, DS-1350 or FS-545.

## **2. Principal Address Verification**

(Present **TWO** documents with your Nebraska principal address listed.)

***A P.O. Box will not be accepted as proof of principal address. Proof of principal address must be from two different issuing sources.***

***If you are under 21 and cannot provide proof of principal address, parents or guardians’ principal address documents will be accepted.***

1. Account statement from a bank or other financial institution issued within the last 90 days.
2. Pay stub or earnings statement issued within the last 90 days with the name and address of the employer.
3. Federal, state or local government documents, issued within the last 90 days such as receipts.
4. Magazines issued within the last 90 days.
5. Any envelope, box or postcard that has been sent indicating a postmark or stamped date within the last 90 days.
6. Any correspondence, receipt, invoice dated within the last 90 days.
7. Valid Nebraska vehicle registration.
8. Valid life, health, auto or home insurance policy or card.
9. Valid real estate tax statement or receipt.
10. Any valid license (driver’s, nursing, law, teaching, hair, fishing, etc.).
11. Nebraska voter registration card.
12. Mortgage, lease or rental agreement. (Lease and rental agreements must include the landlord’s name and contact information.)
13. Nebraska DMV Renewal Notice.
14. Blank check or deposit slip.

## **3. Social Security Number or Exemption**

***Proof of social security number may be required and must include complete social security number. Proof of exemption will be required. All social secu-***



*city numbers and documents issued by the U.S. Citizenship and Immigration Services will be verified.*

1. Social Security Card.
2. W-2 form.
3. SSA-1099 form.
4. Pay stub showing applicant's name and social security number.
5. A valid, unexpired Record of Arrival and Departure in a valid foreign passport (I-94 or I-94A).

## 1D-2 Testing

### ◆ Vision Test

- ◆ The vision test is administered to all non-commercial permit and operator license applicants. Commercial motor vehicle applicants who self-certify as Category A will not be administered the DMV vision test.
- ◆ Minimum vision standards are required. The DMV vision test measures visual acuity and peripheral vision.
  - If corrective lenses are needed to meet the standards, they must be worn at all times while driving, and the license issued will indicate this.
  - If the standards are not met, either an ophthalmologist or optometrist will be required to check the findings.
  - Applicants who cannot meet the minimum vision standards will be denied a license.

### ◆ Written Test

- There is a separate written test for each class of license. Information to pass the LPE, LPD, SCP, POP and operator's license (Class O) test can be found in this manual. Manuals for motorcycle (Class M) and commercial (Class A, B, or C) licenses can be found online at [www.dmv.nebraska.gov/manuals](http://www.dmv.nebraska.gov/manuals).

Written testing requirements for all non-commercial permit and driver license applicants are outlined in Section 1C,

### ◆ Drive Test

The drive test measures the ability to operate a specific class of vehicle under typical driving conditions.

- Driver Licensing Staff may, at their discretion, give a drive test to any license applicant.
- The vehicle must be furnished by the applicant for the drive test and it must be representative of the type of license applied for. The vehicle must meet these requirements:
  1. Vehicle must be in good mechanical condition and have working brake lights.
  2. Model year vehicles 1964 or later must have a passenger seat belt that is clean and in working order for Driver Licensing Staff's use.
  3. Model year vehicles 1973 or after must have passenger and driver seat belts that are clean and in working order for Driver Licensing Staff and driver's use.
  4. Vehicle speedometer must work properly.
  5. Interior must be clean.

- The test consists of, but is not limited to, the following maneuvers:
  1. Starting and stopping.
  2. Right and left turns.
  3. Lane usage and position.
  4. Stop signs and traffic signals.
  5. Speed control.
  6. Use of right of way.
  7. Parking and backing.

Drive testing requirements for all non-commercial permit and driver license applicants are outlined in Section 1C,

### 1D-3 Test Failure

- ◆ All applicants for Class O and Class M licenses that fail three successive drive tests will not be eligible to reapply until they: 1) show proof of successful completion of a DMV approved driver training course, or 2) have held an LPD for at least 90 days.
- ◆ A Return for Services form will be issued to an applicant if they are denied issuance of the document they applied for which will explain the reason for the denial.
- ◆ **Please bring the Return for Services form with you when returning to the Driver Licensing Office.**
- ◆ Any test failed may not be retaken the same day.

### 1D-4 Test Passed

- ◆ Present the Issuance Certificate to any County Treasurer (except Douglas and Sarpy County Treasurers) or to the State Driver Licensing Offices in Douglas and Sarpy Counties within 90 days.  
Failure to do so will require a return to the Driver Licensing Office.
- ◆ Pay the required fee. Be aware that some County Treasurers and the State Driver Licensing Offices in Douglas and Sarpy Counties do not accept checks. Others are not capable of accepting credit card payments. Have cash on hand if in doubt.
- ◆ A 30-day receipt will be issued. *Note: The Transportation Security Administration does not accept the 30-day receipt as acceptable proof of identification to board planes or enter certain federal facilities.*
- ◆ In approximately 20 days, you will receive your permanent permit, license or State ID Card via U.S. Mail at the address you provided to Driver Licensing Staff. Please ensure the address you provided DMV is current as these documents will not be forwarded to another address by the U.S. Postal Service.

## 1E Accommodations for Disabled Applicants

Accommodations will be made by the DMV for disabled applicants. Contact your local Driver Licensing or State DMV Office *prior* to testing.

## 1F Appeal Process

- ◆ If an applicant is denied or refused a license or State ID Card, the Driver Licensing Staff's decision can be appealed to the Director of the Department of Motor Vehicles as provided in Nebraska Revised Statute 60-4,114.

## 1G Military Personnel and Immediate Family

- ◆ There are special licensing rules for active duty military personnel and immediate family members stationed outside of Nebraska and holding a Nebraska license. These special licensing rules do not apply to members of the National Guard or reserves activated for training purposes only. If the license was valid on or after August 27, 1971, the license is valid while serving on active duty and for 60 days following a discharge or return to Nebraska – whichever is later.
- ◆ If you qualify for the military exemption, you may request a Form 07-08. Form 07-08 is a small card, that explains the exemption, which you will attach to your driver's license. To obtain a Form 07-08 contact the Driver and Vehicle Records Division at 402-471-3918.
- ◆ Failure to contact DMV will result in your driving record being purged from the DMV computer system one year after the expiration date appearing on the license. If your record is purged, law enforcement and your insurance company may question the validity of your license.
- ◆ A license may be renewed after expiration for individuals 21 or over without testing, within 60 days of military discharge or a return to the State while still on active duty. Appear before Driver Licensing Staff and supply military orders, a DD214 or other proof of military member being stationed outside of Nebraska, and if discharged, date of discharge is required to be presented. Replacement licenses may also be obtained at any Driver Licensing Office or online at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services).
- ◆ If you live in Nebraska, you will be required to provide two forms of principal address. If you no longer have a principal address in Nebraska, you will be required to provide a current LES statement showing taxes paid to Nebraska and two forms of proof of principal address in the State you are residing in or for the APO/FPO address you are using.

## 1H Motor Voter Information

Nebraska law makes it possible for all license or State ID Card applicants to register to vote.

Voter registration is offered each time application is made for a license or State ID Card. Within 30 days of completion of an application where the applicant has indicated a desire to register to vote, a Voter Registration card is mailed to the applicant by the appropriate County Clerk or Election Commissioner.

## 1I Online Document Availability

The following documents may be obtained online at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services) when all eligibility requirements are met:

- ◆ School Permit
  1. Has held a School Learner's Permit, Learner's Permit or combination for at least two months,
  2. Is at least 14 years and two months old and under age 16 years and 3 months old,
  3. Meets eligibility requirements for a School Permit, and
  4. Has successfully completed a DMV-approved driver safety course.
- ◆ Provisional Operator's Permit
  1. Has held a School Learner's Permit, Learner's Permit, School Permit or combination for at least six months,
  2. Holds a School Permit or have successfully completed a DMV-approved driver safety course, and

3. Is within 60 days of your 16th birthday and under age 18. **This document will not be produced until the day of your 16th birthday.**
- ◆ Class O Operator's License
    1. Has held your Provisional Operator's Permit for at least 12 months,
    2. Is at least 17 years old, and
    3. Has not accumulated three or more points on your driving record during the previous 12 month period.
  - ◆ Class O License to a State ID Card
    1. A person who has a digital image and digital signature on file with the DMV can change from a Class O License to a State ID Card.
  - ◆ Renew Class O (car) License, Class M (motorcycle) License or State ID Card
    1. Has a license expiring prior to your 72nd birthday. Note: Class O and Class M license holders may renew two consecutive times online. State ID Card holders may renew three consecutive times online. *The maximum age requirement does not pertain to State ID Card holders.*
  - ◆ Renew Commercial Driver's License
    1. Has a license expiring prior to your 72nd birthday,
    2. Does not want to change your CDL self-certification category type, and
    3. Does not have the hazmat endorsement on your license.
  - ◆ Obtain a new Ignition Interlock Permit
    1. Has been authorized to do so by the Financial Responsibility Division of the DMV, and
    2. Has held a Nebraska License within the last 12 months.
  - ◆ Obtain a Replacement/Address Change of your Class O or Class M License, Ignition Interlock Permit, CDL or State ID Card.
    1. Does not want to change your CDL self-certification category.

## 1J Organ and Tissue Donation Information

Nebraska Law allows all permit, license or State ID card holders age 16 and over to participate in organ and tissue donation declaration through the DMV.

If a person says yes to organ and/or tissue donation, a heart donor symbol will be placed on the front of the permit, license or State ID Card. The symbol will only appear when an individual elects to be an organ and tissue donor. If a person does not say yes to donation, the area will be blank. A minor (between 16 and 18 years old) may elect to be a donor, however their parents or legal adult guardians, if available, may amend their donation decision.

Organ donation status may be updated each time the permit, license or State ID Card is reissued. However, the donation status will remain in place should the permit, license or State ID Card expire. The donor status may be changed at anytime by applying for a replacement permit, license or State ID Card. A fee will be charged for this replacement.

You may also change your organ donor status (at no cost) by visiting [www.LiveOn-Nebraska.org](http://www.LiveOn-Nebraska.org) or by calling 402-733-1800.

Organ and tissue donation information is available at the DMV at the time of application. Additional information can also be requested at the time of application for a permit, license or State ID Card or by calling 402-733-1800.

Nebraska First Person Legislation allows a person to make the decision regarding organ donation for themselves and does not require additional consent. In addition, a donation

made by permit, license or State ID Card, donor card or donor registry cannot be rescinded by anyone after a person's death. If a person is a donor at the time of death, the family will be included in the donation process, but the decision to donate will not require authorization from them. The intent of the law is to ultimately honor the wishes of the deceased. It is important, however, to tell your family members that you have decided to become a donor, so they will understand your decision and support it.

If you wish to donate \$1 to promote the Organ and Tissue Donor Awareness and Education Fund, you may indicate such on your data form and include your donation with your payment.

## 1K Re-examination of Driving Capability

- ◆ Nebraska law allows law enforcement officials, physicians or others who are concerned about a person's capability to operate a motor vehicle safely to request the DMV to "recall" the individual for reexamination.
- ◆ The recalled individual will be notified via letter to appear at a specific Driver Licensing Office on a certain date and time to retake the written and driving tests.
- ◆ Recalled applicants will also be required to furnish a statement by a licensed physician regarding medical history as it pertains to driving ability. A vision statement from an optometrist or ophthalmologist will also be required.
- ◆ Failure to report for an examination or to submit the required medical or vision statement or to pass required written and drive tests, will result in the license being cancelled.

## 1L Renewal Information

- ◆ Licenses issued to individuals under 21 expire on the license holder's 21st birthday. Licenses issued to individuals 21 or older expire on the license holder's birthday in the fifth year after issuance. Individuals may apply for renewal 60 days prior to their 21st birthday, however, the license will not be valid until 10 days prior to the 21st birthday. Individuals 21 and over may renew 90 days prior to their birthday.
- ◆ Individuals over 21 who are going to be out of Nebraska during their regular renewal period may renew with driver licensing staff prior to the 90 day renewal period.
- ◆ Applicants that are out of Nebraska during their renewal period may renew prior to expiration or within one year after expiration of license by mail. Paperwork to complete this process may be requested by contacting the Department of Motor Vehicles at 402-471-3861.
- ◆ The DMV sends renewal notice postcards to individuals 30 days prior to the expiration of their current operator's license or State ID Card and 60 days prior to the expiration of their commercial driver's license.
- ◆ Prior to visiting a Driver Licensing Office, please complete a data form. Present it and your renewal notice postcard (if you received one) to Driver Licensing Staff.
- ◆ For your convenience, a detachable data form has been inserted into the centerfold of this manual and is also available at [www.dmv.nebraska.gov/forms](http://www.dmv.nebraska.gov/forms).
- ◆ Individuals may also be eligible to renew online at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services).

## 1M Replacement Operator Licenses/State ID Cards

- You can obtain a replacement document if you have:
  1. lost, or your previous document has been destroyed,
  2. changed your name, or
  3. moved.

- Please refer to Section 1-D1 for acceptable proof of name and address change documents.
- State statute requires that name and address changes be made within 60 days of the change.
- Once a replacement license has been issued, the previously issued document is invalid and cannot be used as proof of identification.
- Individuals may obtain a replacement license or State ID Card at any Driver Licensing Office. Replacement for a lost document or change of address can be obtained online at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services).

## 1N Restrictions

Reasonable restrictions may be placed on a license or permit.

◆ Typical restrictions are:

- B – Corrective Lenses
- C – Mechanical Aids on Vehicle
- E – Automatic Transmission
- F – Outside Mirrors
- G – Limited to Daylight Only
- Q – No Interstate Driving
- U – Automatic Turn Signals
- V – Geographical Area (Specify)
- W – No One Way Streets or Roadways
- X – Maximum Speed Restriction (Specify)
- Y – Two Lane, Two Way Traffic Only
- Z – Special, as Specified by DMV

When an applicant is NOT in their renewal period, a Statement of Physician or Statement of Vision will be required to remove a restriction previously placed on the license as a result of a prior Statement of Physician or Statement of Vision.

## 10 Veteran Designation

A “Veteran” designation may be placed on eligible veterans’ driver licenses and State ID Cards.

Veterans must certify their eligibility through the Nebraska Department of Veterans’ Affairs (NDVA) prior to any designation being added to their driver licenses or State ID Cards.

Questions related to this registry should be directed to:

Nebraska Department of Veterans’ Affairs  
 301 Centennial Mall South  
 Lincoln, NE 68509  
 402-471-2458  
[www.veterans.nebraska.gov](http://www.veterans.nebraska.gov)

If the “Veteran” designation is added at renewal time, there is no extra fee to do so. Individuals may also apply for a replacement document outside of their renewal period to add the designation. A replacement document fee will be charged.

Veterans who are eligible and who want to add the “Veteran” designation to their driver licenses or State ID Cards are encouraged to do so at [www.dmv.nebraska.gov/services](http://www.dmv.nebraska.gov/services). They may also do so at any Driver Licensing Office.

## 1P General Information

- ◆ Please refer to Section 1-D1 for citizenship/lawful status, identification, address verification and social security number requirements.
- ◆ No person shall hold a permit or license with a State ID Card at the same time.
- ◆ Licenses and State ID Cards issued to U.S. Citizens under the age of 21 expire on the individual's 21st birthday. Licenses and State ID Cards issued to individuals 21 or older expire on the individual's birthday in the fifth year after issuance.
- ◆ Licenses and State ID Cards issued to individuals with lawful status shall only be valid during the period of time of the applicants' authorized stay in the United States or, if there is no definite end to the period of authorized stay, a period of one year.
- ◆ A current listing of fees may be found at: [www.dmv.nebraska.gov/licenses-and-permits](http://www.dmv.nebraska.gov/licenses-and-permits). Please contact your local County Treasurer or the State Driver Licensing Office in Douglas and Sarpy Counties for information regarding acceptable methods of payment.
- ◆ If driving privileges are revoked or suspended in Nebraska or any other state or jurisdiction, a Nebraska license will not be issued.

## 1Q Suspensions, Revocations, Impoundments and Confiscations

A license suspension is the temporary removal of the valid license and driving privilege from a licensee. Revocation is the removal of the license privilege and taking of a license from a licensee for a specific period of time. The license suspension and/or revocation will remain in effect until reinstatement requirements are met and fees paid.

Impoundment is the seizure and holding of the license by the court. The court orders the licensee not to operate a motor vehicle for a specified period of time and then returns that license to the licensee.

Confiscation is the seizure of the license by a law enforcement officer for refusal to submit to or failure of an alcohol content test. The driver is issued a temporary license that is valid for 15 days. At the end of the 15 days the license is revoked unless a Departmental hearing dismisses the violation.

### 1Q-1 When Your License May Be Suspended, Revoked or Impounded

- ◆ Motor Vehicle Homicide
- ◆ Repeated violations of traffic laws in any state. (See Section 1E-2)
- ◆ Use of a vehicle while committing a crime.
- ◆ Being arrested or convicted of driving while under the influence of alcohol or other drugs.
- ◆ Falsifying or withholding information on a license application.
- ◆ A driver is involved in a crash and leaves the scene without leaving name and address.
- ◆ Failure to comply with a citation or court judgment against a driver in Nebraska or another state.
- ◆ Alcoholism and drug addiction.
- ◆ Fleeing from a law officer to avoid arrest.
- ◆ Failure to submit to a chemical test.
- ◆ Reckless driving.
- ◆ Minor in possession.

- ◆ Juvenile drug violation.
- ◆ Any juvenile court conviction.
- ◆ Allowing someone other than the license holder to use the license.
- ◆ Having someone else take the license test.
- ◆ Conviction of No Proof of Insurance.
- ◆ Failure to have required minimum insurance liability coverage (\$25,000 property, \$50,000 personal injury) and involvement in an at fault crash.
- ◆ Failure to comply with a child or alimony support order.
- ◆ Failure by individuals under 21 to complete a driver improvement course after accumulating 6 points in one year.
- ◆ Intoxicated transportation of a child.
- ◆ Violating terms of a School Learner's Permit, School Permit or Learner's Permit. *Note: In addition, individual will not be eligible for any permit until they have reached the age of 16.*

### 1Q-2 Point Revocation Procedures

- ◆ Accumulating 12 points in a two-year period causes automatic revocation of the operator's license for six months.
- ◆ A letter from the Department of Motor Vehicles informs applicants of the revocation and directs the surrender of the license.
- ◆ Persons who fail to surrender the license will be fined \$500 or less, and/or imprisoned in county jail for 30 days or less.
- ◆ Persons whose license or privilege has been revoked under the Nebraska Point System Law must successfully complete a driver's education and training course consisting of at least four (4) hours of instruction approved by the Department of Motor Vehicles at their own cost. Course must be successfully completed before the license or privilege to drive can be reinstated.
- ◆ Proof of financial responsibility must be maintained for three years following the ending date of the original revocation. Proof of financial responsibility is usually provided with a written certification of insurance from an insurance company, identified as Form SR-22.
- ◆ Persons whose license or privileges are revoked under the Nebraska Point System Law twice in five (5) years lose their license or privilege for three (3) years. In addition, the person must give and maintain proof of financial responsibility for three (3) years. Such persons *must* successfully complete a driver's education and training course consisting of at least four (4) hours of instruction approved by the Department of Motor Vehicles at their own cost. The course must be successfully completed before the license or privilege to drive can be reinstated.

### 1Q-3 The Nebraska "Point System"

- ◆ Conviction of Motor Vehicle Homicide.....12 points
- ◆ Third offense drunk driving, regardless of whether trial court found it to be a third offense .....12 points
- ◆ Failure to report a crash to law enforcement.....6 points
- ◆ Failure to render aid in a crash in which you are involved .....6 points



- ◆ Driving under the influence of alcohol or drugs .....6 points
- ◆ Willful reckless driving (deliberate and intentional) .....6 points
- ◆ Leave the scene of a crash.....6 points
- ◆ Reckless (rash, heedless, dangerous) driving.....5 points
- ◆ Careless (inattentive, forgetful, inconsiderate) driving .....4 points
- ◆ Failure to yield to a pedestrian with bodily injury to the pedestrian .....4 points
- ◆ Using a handheld wireless communication device to read, type or send written communication while operating a motor vehicle.....3 points
- ◆ Negligent (indifferent, offhand, neglectful) driving .....3 points
- ◆ Violate school bus crossing (arm out and flashing red signal lights) .....3 points
- ◆ Failure to yield to a pedestrian with no bodily injury to pedestrian .....2 points
- ◆ Unlawful obstruction or interference of the view of an operator ....1 point
- ◆ Failure to submit to an alcohol content test.....1 point
- ◆ Violation of Child Restraint Law.....1 point
- ◆ Speeding: Points are assessed for speeding on the basis of miles per hour (MPH) over the posted speed limit and the type of road:

INSIDE CITY LIMITS	OUTSIDE CITY LIMITS
1 thru 5 MPH.....1 Point (Citation date prior to 11/14/20)	1 thru 5 MPH.....1 Point (Citation date prior to 11/14/20)
1 thru 5 MPH.....0 Point (Citation date on or after 11/14/20)	1 thru 5 MPH.....0 Point (Citation date on or after 11/14/20)
over 5 thru 10 MPH .....2 Points	over 5 thru 10 MPH .....1 Point
over 10 MPH thru 35 MPH...3 Points	over 10 thru 15 MPH .....2 Points
over 35 MPH .....4 Points	over 15 MPH thru 35 MPH ...3 Points
	over 35 MPH .....4 Points

- ◆ Operating a vehicle with an expired license or if no license has ever been issued is a 1 point violation.
- ◆ POP and SCP passenger violation and POP, LPD, SCP and LPE wireless communication device violation – 1 point is assessed.
- ◆ One (1) point is assessed for all other traffic violations. No points are assessed for parking, muffler, no valid operator's license on person, or for violations involving occupant protection system, motorcycle or a moped protective helmet.
- ◆ Upon conviction of a violation, points are assessed to a driving record as of the date of violation. Convictions remain on the record for five years; however, the points no longer count two years after the date of violation.
- ◆ When convicted of a traffic violation in another state, points are assessed against a driving record as if the violation occurred in Nebraska.
- ◆ A credit of 2 points may be granted to a driver successfully completing a DMV approved Driver Improvement Course prior to twelve points being accumulated. This can *only* be utilized every five years. This course must be completed prior to the *date of violation* which would assess the twelfth point.

### **1Q-4 Court Ordered Revocation Procedures**

- ◆ Court convictions for serious traffic violations can result in revocation of the operator's license and/or privilege to drive for a period specified by the Court.
- ◆ Proof of financial responsibility must be provided for three years from the ending date of the original revocation. Proof of financial responsibility is usually provided with a written certification of insurance from an insurance company, identified as Form SR-22.

### **1Q-5 Court Ordered Impoundment Procedures**

- ◆ Court convictions for serious traffic violations can result in the impoundment of the operator's license and/or privilege to drive for a period specified by the court.
- ◆ At the end of the impoundment period the court will return the license to the driver. Any driver that is convicted of driving during impoundment will have their license revoked for one year.

### **1Q-6 .02% Under Age Drinking (Age 20 and Younger) and Driving**

- ◆ For a conviction of .02% the license will be impounded by the court for 30 days and will become part of the driving record for 90 days. After 90 days the conviction will be deleted from the driving record. If the conviction is for an underage refusal, the court will impound the license for 90 days and it will become part of the driving record for 120 days. After 120 days the conviction will be deleted from the driving record.
- ◆ At the end of the impoundment period the court will return the license to the underage driver. Any underage driver that is convicted of driving during the impoundment will have their license revoked for six months by the court.

### **1Q-7 Administrative License Revocation**

- ◆ The ALR law authorizes law enforcement to immediately confiscate a driver's license for failure of an alcohol test or refusal to submit to a chemical test for alcohol or drugs.
- ◆ Drivers receive a temporary license which expires 15 days after it is issued.
- ◆ The temporary license can be issued by a law enforcement officer following an arrest for DUI or refusal, but the DMV may also serve the temporary license to a driver by mail.
- ◆ First time offenders who fail an alcohol test serve a 180 day administrative license revocation (ALR).
- ◆ Subsequent offenders who fail an alcohol test serve a one year ALR.
- ◆ Persons who refuse to submit to a chemical test for alcohol or drugs must serve a one year ALR.
- ◆ A driver arrested for Driving Under the Influence (DUI) subject to an ALR may request a hearing to contest the revocation. A driver who petitions for an ALR hearing is not allowed an Ignition Interlock Permit (IIP) or a Sobriety Program Permit (SPP) for driving until it is ordered by the Court as part of the criminal sentence for DUI.

- ◆ If the driver waives a hearing, the driver will be able to serve all or part of his or her administrative license revocation period using an ignition interlock permit (IIP) to operate a motor vehicle equipped with an ignition interlock device. Eligibility for an IIP and interlock device will be determined by a person's driving record for ALR and by the Court at sentencing.

### **1Q-8 Sobriety Program Permit (Effective July 1, 2022)**

- ◆ An individual participating in the 24/7 program and has a court certified order is required to obtain a Sobriety Program Permit (SPP).
- ◆ The SPP allows a participant to drive during the Administrative License Revocation (ALR) as long as the person is otherwise eligible based upon their driving record.
- ◆ Subsequent offenders must wait the 45 days after the temporary license expires to be eligible to apply for the SPP during an ALR revocation. The SPP will be valid for the balance of the one year revocation.
- ◆ For a refusal to submit to a test, the offender must wait 90 days after the temporary license expires to apply for the SPP. The SPP will be valid for the balance of the one year ALR revocation period.
- ◆ The Permit will be revoked upon receipt of an abstract of conviction revoking the individual's operating privileges or an order from the court revoking the individual's SPP.
- ◆ The participant must be age 18 and has held or tested for a Class O or Class M license.
- ◆ The SSP is not valid for the operation of a commercial motor vehicle.

### **1Q-9 Employment Drive Permit**

- ◆ When driving privileges are revoked under the point system or as a result of a child support revocation, an application may be submitted for an employment drive permit. Employment Drive Permits only allow the holder to drive to and from the work location and home via the most direct route and strictly in reference to the terms of employment.
- ◆ An Employment Drive Permit cannot be used to operate a commercial motor vehicle.

### **1Q-10 Ignition Interlock Permit**

- ◆ In order to legally drive a motor vehicle equipped with an ignition interlock device, a person subject to a driver license revocation is required to obtain an Ignition Interlock Permit (IIP).
- ◆ First time offenders subject to an ALR may install an ignition interlock system and apply for an Ignition Interlock Permit (IIP) after the 15 day temporary license expires. The IIP will be valid for six months and allow driving in a vehicle equipped with an ignition interlock system.
- ◆ Subsequent offenders must wait 45 days after the temporary license expires to be eligible to apply for the IIP during an ALR revocation. The IIP will be valid for the balance of the one year revocation period.
- ◆ For a refusal to submit to a test, the offender must wait 90 days after the temporary license expires to apply for the IIP. The IIP will be valid for the balance of the one year ALR revocation period.

- ◆ The Board of Pardons or a Court may order the use of an ignition interlock device. The Board of Pardons or a Court may order a driver to get an IIP to operate a motor vehicle equipped with an ignition interlock device for a period of time up to fifteen years, depending of the driver's driver record and prior convictions. Drivers with IIP's issued by the Board of Pardons may operate a vehicle for any purposes.
- ◆ An Ignition Interlock Permit is allowed during all or part of an administrative license revocation as long as the person is otherwise eligible based on his or her driver record.
- ◆ A conviction of a driver tampering with or circumventing an interlock system or driving a vehicle without an interlock is a Class I Misdemeanor. If the driver has an alcohol content of at least .02 with the above indicated violations, it is a Class IV Felony.
- ◆ An ignition interlock device and/or IIP cannot be used to operate a commercial motor vehicle if the driver's driver license has been revoked. The back of the license will state this.
- ◆ A driver must have held a Class O or Class M license to be eligible for an IIP.

### **1Q-11 Medical Hardship Driving Permit**

- ◆ Individuals whose driving privileges are revoked under the point system may apply for a Medical Hardship Driving Permit. Permit holders can only drive from home or work to a specified hospital, clinic, doctor's office, or similar location and return for the purpose of medical treatment.

### **1Q-12 Fleeing to Avoid Arrest**

- ◆ Any driver who flees from a law enforcement officer to avoid arrest or citation for the violation of any Nebraska law which constitutes a misdemeanor infraction, traffic infraction, or violates any city or village ordinance (except non-moving traffic violations) commits a Class I Misdemeanor. The operator's license may also be revoked for this violation.
- ◆ Any driver who flees in order to avoid arrest for the violation of any Nebraska law which constitutes a felony commits a Class IV felony. The operator's license may also be revoked for this violation.

### **1Q-13 Leaving the Scene**

- ◆ Persons who leave the scene of a motor vehicle crash may have their driver license revoked for up to one year upon conviction.

### **1Q-14 Minor in Possession (Age 20 and Younger)**

- ◆ For a conviction of minor in possession the permit or license will be impounded by the court for 30 days. For a second offense the permit or license will be impounded by the court for 90 days. For a third or subsequent offense the permit or license will be impounded by the court for 12 months. If the person convicted does not have a permit or license, they will be prohibited from obtaining a permit or license for the same period as indicated for impoundment of the permit or license.

### **1Q-15 Juvenile Court Drug-Related Offenses (17 and Younger)**

- ◆ For a juvenile court conviction of a minor for drug-related offenses the permit or license will be impounded by the court for 30 days. For a second offense the permit or license will be impounded by the court for 90 days. For a third or subsequent offense the permit or license will be impounded by the court for 12 months. If the person convicted does not have a permit or license they will be prohibited from obtaining a permit or license for the same period as indicated for the impoundment of the permit or license.

### **1Q-16 Any Juvenile Court Offenses (17 and Younger)**

- ◆ For any juvenile court conviction of a minor for any offense the court may impound the permit or license for 30 days. If the person does not have a permit or license they will be prohibited from obtaining a permit or license for the 30 days.

### **1Q-17 Reinstatement Requirements**

- ◆ Any driver who has his or her driver's license suspended, revoked, cancelled or disqualified must complete the reinstatement process prior to being issued a new driver's license. Reinstatement requirements vary according to the reason the driver's license was removed. To find your driver's license reinstatement requirement go online at [www.dmv.nebraska.gov/licenses-and-permits](http://www.dmv.nebraska.gov/licenses-and-permits).

# SECTION 2

## Important Driver Information

### 2A Alcohol, Drugs, and Driving

- ◆ Being under the influence of alcohol or other drugs while operating a motor vehicle is unlawful and is a major contributing factor in Nebraska crashes resulting in death and/or serious injury.
- ◆ It is unlawful to consume or be in possession of an open container of an alcoholic beverage inside any vehicle on any public roadway or public parking area in Nebraska. This includes both drivers and passengers.
- ◆ Consuming alcohol and/or other drugs may seriously impair the ability of a driver to make appropriate decisions and safely control the vehicle.
- ◆ Nebraska has a “zero tolerance” law for drivers under the age of 21. This means that it is a violation to operate a motor vehicle with alcohol in your system.
- ◆ It is unlawful to provide alcohol to a minor and any such person may be held liable for damages suffered.
- ◆ It is unlawful to operate a motor vehicle on Nebraska roadways if the driver has a Blood Alcohol Concentration (BAC) of:
  - **.02% or higher and the driver is under 21.**
  - **.04% or higher when operating a commercial motor vehicle.**
  - **.08% or higher regardless of driver’s age or vehicle type.**
- ◆ Violations of these provisions are subject to criminal and/or administrative revocation of the drivers license.

#### Implied Consent Law

Refusal to submit to a chemical test of blood, breath, or urine for alcohol or drugs at the request of a law enforcement officer is a separate crime for which a person may be charged. Any driver that operates a vehicle on Nebraska roadways has already agreed to submit to a chemical test or tests when requested by a law enforcement officer. Refusing to submit to such test or tests or failing to complete a chemical test of blood, breath, or urine in the judgment of the officer, will result in a violation of Nebraska’s “Implied Consent” law. Drivers who refuse to take the requested test can be criminally convicted for driving under the influence of alcohol or drugs or have the license administratively revoked. The administrative sanction for refusal is one year of license revocation. Criminal penalties for refusal are the same as criminal penalties for a DUI BAC .15 or over conviction. A convicted person’s license may be revoked from two to fifteen years (depending on the number of prior convictions) in addition to fines and jail time. Neb Rev. Stat. 60-6,197.03 (5), (6), (8), and (10).

- ◆ Most individuals exhibit signs of significant impairment and intoxication well below the unlawful intoxication level of .08 blood alcohol concentration (BAC).
- ◆ Many factors affect an individual’s absorption of alcohol. These include: 1) weight, 2) sex (a higher proportion of a woman’s body weight is in fat and fat absorbs less alcohol than muscle tissue), 3) amount of food in the digestive tract, and 4) time spent drinking.
- ◆ Some drinkers can appear to be in control, but drinks consumed seriously impairs their driving abilities.
- ◆ REACTION TIME – Simple reaction time is impaired at .04% BAC. When the driver must choose from a number of responses (choice reaction), impairment begins at .03% BAC.

- ◆ TRACKING – A driver monitoring the vehicle’s position on the roadway is an example of tracking. The ability to track a single object is impaired at .05% BAC. If two or more objects must be tracked at once, performance is reduced at even lower BAC’s.
- ◆ ATTENTION – A person can concentrate on a single task at BAC’s as high as .08%. But, if the driver must divide his or her attention between tasks, impairment is present below .05%.
- ◆ COMPREHENSION – An increase in the time it takes the brain to understand what it has seen or heard occurs at .05% BAC.
- ◆ VISION – Control over eye movement and the ability to merge two images into one declines at .05% BAC. The ability to perceive detail in an object in motion also declines at .05% BAC.
- ◆ COORDINATION – BAC’s at .05% impair tasks which require highly controlled muscular movements, such as coordination of hands and feet.
- ◆ ROAD TEST PERFORMANCE – a BAC of .08% impairs accuracy of steering, braking, speed control, lane tracking, gear changing, and judgement of speed and distance. Ability to respond to emergencies is impaired at .04% BAC.
- ◆ CRASH RISK – The risk of being in a crash begins to rise noticeably between .04% and .05% BAC, and increases rapidly thereafter. At .05% BAC a driver is twice as likely to be involved in a fatal crash than a non-drinking driver. By the time a driver reaches .08% BAC, he or she is three times more likely to be involved in a fatal crash than a non-drinking driver. The higher the BAC, the higher the probability that the impaired driver will have been at fault in a crash.
- ◆ Alcohol and/or drugs and driving do not mix. If you plan to consume alcohol beverages, always make arrangements for a designated driver or alternative transportation.
- ◆ Only time can reduce the alcohol level and the effects from the body. Nebraska averages over 8,000 arrests annually for driving violations involving alcohol or drugs. **DRINKING** and **DRIVING** is dangerous. Be safe and sober.

**DRUG USE** and **DRIVING** is dangerous. Be safe and sober.

## 2B Air Bags – Child Restraints and Seat Belts

### Definition of Primary and Secondary Laws:

- ◆ Primary Law: any person driving in Nebraska can be stopped and ticketed solely for this violation.
- ◆ Secondary Law: drivers are cited for this violation only if stopped and ticketed for another violation.

### Air Bags

- ◆ Air bags are an added safety feature and do not replace wearing a seat belt. When combined with seat belts, airbags provide improved crash protection.
- ◆ The driver’s recommended hand position for vehicles equipped with airbags located in the steering wheel is the 9 o’clock and 3 o’clock position.
- ◆ It is possible that when an air bag deploys, even in a low speed crash, it can pose some risk of injury to children, elderly drivers and passengers, and short statured adults.
- ◆ For maximum safety, children age 12 and younger should ride in the rear seat.
- ◆ Never use a rear facing infant safety seat in the front passenger seat of an air bag equipped vehicle.
- ◆ If a forward facing child safety seat is placed in an air bag equipped seating position,

slide the vehicle seat as far back as possible, out of the air bag's path.

- ◆ Drivers of air bag-equipped vehicles should allow at least 10 inches of space between themselves and the steering wheel.
- ◆ Questions concerning air bags can be directed to the DOT Vehicle Safety Hotline (Toll Free: 1-888-327-4236/Hard of Hearing (TTY): 1-800-424-9153) or [www.nhtsa.gov/recall](http://www.nhtsa.gov/recall).

### **Child Passenger Restraint Law**

- ◆ Children ride rear-facing up to age two or until they reach upper height or weight limit allowed by the car seat's manufacturer.
- ◆ Children up to age eight must ride correctly secured in a federally approved child safety seat, and occupy a seat or seats, other than a front seat, if such seat or seats are equipped with a passenger restraint system and such seat or seats are not already occupied by a child or children under eight years of age. (Primary Law)
- ◆ Children ages eight up to age eighteen must ride secured in a seat belt or child safety seat. (Secondary Law)
- ◆ Children up to age eighteen are prohibited from riding in cargo areas. (Primary Law)
- ◆ If the driver holds a Provisional Operators Permit or a School Permit, all passengers must ride buckled up. (Secondary Law)
- ◆ Applies to all seating positions in the vehicle.
- ◆ Violation carries a \$25 fine plus court costs and 1 point is assessed against the operator's driving record.
- ◆ Childcare providers must transport all children securely in an appropriate safety seat or seat belt. Violation may include revocation of childcare license. (Primary Law)

### **Occupant Protection Law**

- ◆ Drivers and front seat passengers are required to ride buckled up in a seat belt or child safety seat, this includes autocycles. (Secondary Law)
- ◆ Violation carries a \$25 fine plus court costs.

## **2C Children and Pets**

- ◆ Never under any circumstance leave children unattended or unsupervised in a motor vehicle.
- ◆ It only takes a few minutes for an animal left in a car to suffer heatstroke and die, even if the temperature outside is relatively mild. Do not leave pets in a motor vehicle.

## **2D "Don't Veer for Deer" – Driver Tips**

- ◆ In passenger vehicles, you are more at risk for death or injury if you swerve to avoid hitting deer. If you are about to hit a deer, your safest action is to BRAKE (firmly), STEER (to maintain control) and STOP (as safely as possible).
- ◆ To lessen your risk DON'T VEER off the roadway, out of control, or into oncoming traffic.
- ◆ Reduce your risk for deer crashes by improving your vision, slowing down in marked deer caution zones and driving within the range of your headlights.
- ◆ Watch for deer from dusk to dawn, spring and fall, near waterways and near wooded areas. Remember deer are unpredictable and travel in groups, so watch for more than one and always buckle up.



## 2E Health and Driving

### Health

The level of health and fitness of an individual normally corresponds to driving abilities. Both physical and emotional health can affect driving.

- ◆ **Emotions.** Driving demands full attention. Emotional control and stability is essential for safe driving.
- ◆ **Vision.** The most critical of the senses for a driver is vision. Good vision means:
  - Being able to identify critical objects ahead and do something about them.
  - Having good side vision allows objects to be seen moving in from the sides.
  - Being able to judge distances allows for good decisions to be made.
- ◆ **Hearing.** Being able to hear horns, sirens, and the noise from other vehicles can aid a driver in making safe decisions. Hard of Hearing drivers should use hearing aids, when possible, or enhance vision skills to compensate.
- ◆ **Illness.** Disease or disability may interfere with safe driving. A physician should be consulted to determine driving ability. Driving under the following conditions may be hazardous:
  - **EPILEPSY.** If under medical control, epilepsy is not dangerous, however, if an applicant indicates that they have had a seizure or loss of consciousness within a three month period prior to renewing or obtaining an operator's license, they will be asked to have a physician certify that they are capable of safely operating a motor vehicle.
  - **DIABETES.** Diabetics are advised to have regular vision checks.
  - **HEART CONDITION.** Individuals with heart disease, high blood pressure, or circulation problems should drive only after consulting a physician.
- ◆ Any person who is a diabetic, has a heart condition or suffers from any other medical condition that results in an incident that involved a loss of consciousness within a three month period prior to obtaining or renewing an operator's license will be required to have a physician certify that they are capable of safely operating a motor vehicle.
- ◆ Physicians and/or pharmacist should be consulted regarding any prescription medication and its possible effects on driving. Over-the-counter medication packaging should be reviewed for possible side effects that may affect driving abilities.

## 2F Nitrous Oxide Use Prohibited

- ◆ It is unlawful to use nitrous oxide in any motor vehicle operated on any public roadway in this state.

## 2G What to Do and Expect When Pulled Over by Police

Police officers are responsible for conducting traffic stops when they have reasonable suspicion of a traffic violation or a criminal violation. Being stopped by an officer can be a stressful experience for the driver, any passengers, and for the officer, too. Knowing what to do during the stop will help ensure your safety and the safety of others.

When you see emergency lights behind you, it is important for you and your passengers to stay calm and cooperate.

Remember to:

- ◆ Activate your turn signal and pull off or to the side of the roadway as soon as it is safe to do so.

- ◆ Turn off the engine and any audio devices.
- ◆ Stay in your vehicle unless directed by the officer to exit.
- ◆ Turn on your interior lights if you are pulled over at night to assist with visibility. Officers may use a spotlight for additional visibility.
- ◆ Keep your hands on the steering wheel or in a visible location so they are easily observable.
- ◆ Follow all instructions the officer gives you or your passengers.

The officer may approach either side of the vehicle. When the officer approaches the vehicle, remember to:

- ◆ Lower the corresponding window so you and the officer can better communicate.
- ◆ Let the officer know if you have a weapon in the vehicle upon first contact.
- ◆ Wait for the officer's instructions before reaching for your driver's license or vehicle documents.

When conducting the stop, the officer will typically:

- ◆ Show their law enforcement credentials if they are not in uniform. If they do not show their credentials, you may ask to see them.
- ◆ Explain why you were stopped/ask questions about your trip.
- ◆ Ask for your driver's license, proof of insurance, and vehicle registration. If the documents are out of reach, tell the officer where they are and wait for the officer's acknowledgement before reaching to retrieve the documents.

In some cases, the officer may:

- ◆ Ask you to exit the vehicle. In this case, keep your hands visible, exit the vehicle, and stand in a location as directed by the officer.
- ◆ Impose a sanction such as a warning, traffic ticket which may include a fine, or arrest. The officer will typically explain whatever action is being taken. If they do not, you may ask them to do so.

If you have questions, respectfully ask the officer to clarify. If you disagree with the officer's decision or course of action, do not prolong the contact by arguing with the officer. Rather, you may seek to contest the decision in court through established legal channels. ***Your acceptance and signature on a traffic ticket is not an admission of guilt.*** However, the ***refusal to sign a traffic ticket may result in your arrest.***

If you believe the officer acted inappropriately or have questions regarding their conduct you may request to speak to a supervisor. This is best done as soon as possible after the stop.

Following these procedures can help make a traffic stop a safe experience for all parties involved.

## 2H Proof of Financial Responsibility (Insurance)

All motor vehicles operated on public roadways must have financial responsibility (insurance) in the following amounts: 1) twenty-five thousand dollars because of bodily injury to or death of one person in any one crash, 2) subject to such limit for one person, in the amount of fifty thousand dollars because of bodily injury to or death of two or more persons in any one crash, and 3) in the amount of twenty-five thousand dollars because of injury to or destruction of property of others in any one crash.

## 2I Reporting Motor Vehicle Safety Problems

If you own a vehicle that you feel has a safety defect, you should report the problem to

the U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA). They gather information about safety problems in motor vehicles and equipment such as tires and child safety seats. Reporting a problem is your chance to help identify potential problems which sometimes lead to recalls.

The DOT Vehicle Safety Hotline can be dialed toll free at 1-888-DASH-2-DOT (1-888- 327-4236) or a report of the safety defect can be filed via the Internet at [www-odi.nhtsa.dot.gov/vehiclecomplaint/](http://www-odi.nhtsa.dot.gov/vehiclecomplaint/).

## 2J Required Equipment

The following equipment is required on vehicles by Nebraska law:

- ◆ Headlights
- ◆ Tail lights
- ◆ Brake lights
- ◆ Turn signals
- ◆ Horn
- ◆ Windshield wipers
- ◆ Muffler
- ◆ Seat belts (appropriate to year manufactured)
- ◆ Two systems of brakes (service brake and parking brake)
- ◆ Safety glass in all windows
- ◆ Pneumatic tires with at least 2/32" tread
- ◆ No objects hanging or posted in windows which obstruct vision

## 2K Safety Recall

Check if your vehicle may have been the subject of a safety recall by the manufacturer at [www.nhtsa.gov/recall](http://www.nhtsa.gov/recall). You will need your vehicle identification number (VIN) usually located on the lower corner below the windshield.

## 2L Steering Wheel Locking Mechanism

- ◆ Most vehicles are equipped with a spring loaded steering wheel lock device that engages and locks the steering wheel when the key is turned to the lock position.
- ◆ Never turn your vehicle's ignition to the "lock" position when the vehicle is in motion. You will be unable to control the vehicle.
- ◆ As part of your vehicle's routine maintenance, an inspection of the steering wheel lock is recommended.

## 2M Sunscreening and Window Tinting Restrictions

- ◆ It is unlawful to have any sunscreening material that is not clear and transparent below the AS-1line on a vehicle windshield.
- ◆ Nebraska Law provides restrictions for sunscreening or tinting that limits:
  - The front side windows to luminous reflectance of more than 35% or has light transmission of less than 35%.
  - The rear or back windows to luminous reflectance of more than 35% or has light transmission of less than 20%.
- ◆ Any person owning or operating a motor vehicle in violation of these restrictions shall be guilty of a Class III misdemeanor.

## 2N Tire Pressure/Tread Depth

Tires have been known to lose up to 1psi (pounds per square inch) every month, so check all tires, including your spare, once a month (or before a long trip). Here's how:

1. Purchase a trusted pressure gauge.
2. Open your car door and on the inside dam there should be a sticker with your vehicle's recommended PSI (the measurement for tire pressure).
3. Check your tires "cold" – before you've driven or at least three hours after you've driven.
4. Insert pressure gauge into the valve stem on your tire. (The gauge will "pop" out and show a measured number. When you hear a "pssst" sound, that's air escaping the tire. The escaping air shouldn't affect pressure substantially, unless you hold down the air pressure gauge too long.)
5. Compare the measured psi to the psi found on the sticker inside the driver's door of your vehicle or in owner's manual. **DO NOT** compare to the psi on your tire's sidewall.
6. If your psi is above the number, let air out until it matches. If below, add air (or have a retailer help you) until it reaches the proper number.

You may also measure tread depth using the penny test. Once every month, or before you embark upon a long road trip, check your tires for wear and damage problems. One easy way to check for wear is by using the penny test.

1. Take a penny and hold Abraham Lincoln's body between your thumb and forefinger.
2. Select a point on your tire where the tread appears to be the lowest and place Lincoln's head into one of the grooves.
3. If any part of Lincoln's head is covered by the tread, you're driving with the safe amount of tread. If your tread gets below that, your car's ability to grip the road in adverse conditions is greatly reduced.

# SECTION 3

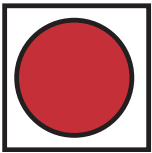
## Signs, Signals and Markings

A thorough knowledge of traffic signs, signals and road markings is a must for all drivers.

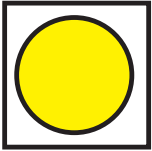
### 3A Traffic Signals

The standard sequence of an automated traffic signal is green-yellow red-green. These signals must be obeyed unless a traffic officer is directing traffic or to make room for emergency vehicles. If a traffic signal is not operational (dark) because of a power failure or other cause and no peace officer, flagger or other traffic control is in place, the intersection shall be treated as an all-way stop.

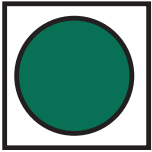
#### 3A-1 Color and Types



- ◆ **Red.** Stop – come to a complete stop before reaching the intersection, stop line or crosswalk, and remain stopped as long as the light is red. During a power failure when the signal lights are not operating, a dark (uncovered) signal light is to be taken as a stop sign.



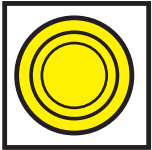
- ◆ **Yellow.** Caution – a steady yellow light is a warning that the light is about to change. If the vehicle has not entered the intersection, it should be brought to a safe stop. If in the intersection, continue moving and clear it safely. Speeding up to "beat the light" is unlawful.



- ◆ **Green.** Go – A vehicle may proceed through an intersection in the direction indicated by the signal if the roadway is clear.



- ◆ **Flashing Red Light.** A complete stop is required, yielding to oncoming traffic or pedestrians, before proceeding when the way is clear. A flashing red light at a railroad crossing requires a complete stop even if a train is not visible.



- ◆ **Flashing Yellow Light.** Be alert and proceed with caution. Flashing yellow warning beacons are commonly used to draw attention to a sign or a location that requires extra attention or action from drivers.



- ◆ **Red Arrow.** Come to a complete stop before reaching the intersection, stop line or crosswalk, and remain stopped as long as the arrow is red.



- ◆ **Yellow Arrow.** A steady yellow arrow is a warning that the light is about to change. If the vehicle has not entered the intersection, it should be brought to a safe stop. If in the intersection, continue moving in the direction of the arrow and clear it safely. Speeding up to “beat the arrow” is unlawful.



- ◆ **Flashing Yellow Arrow.** If in the proper lane, proceed in the direction of the arrow after yielding to approaching traffic and/or pedestrians.



- ◆ **Green Arrow.** If in the proper lane, proceed in the direction of the arrow when the roadway is clear.

### 3A-2

#### Turns on Red



At many intersections, under certain conditions, a turn may be made while the traffic light is red. ***Before turning, come to a complete stop***, look both ways and yield the right-of-way to pedestrians and other traffic. Failure to come to a complete stop prior to turning is a violation.

- ◆ **Right turn on red.** Turning right at a red light after stopping is allowed, unless signs prohibiting it are posted at the intersection.
- ◆ **Left turn on red.** Turning left at a red light after stopping is allowed ***only if traveling on a one-way street and turning onto another one-way street.*** May be prohibited at certain locations. Watch for signs.

### 3A-3

#### Lane Use Signals

Lane use signals are used to control traffic flow by reversing a lane's direction during different hours of the day, usually coinciding with rush hour traffic. The lanes and their directions may be marked with signs and signals.



- ◆ Never drive in a lane under a red "X" signal.



- ◆ A steady yellow "X" signal means the driver should move out of the lane as soon as safely possible as a red "X" will soon appear.



- ◆ It is permitted to drive in a lane under a downward green arrow symbol.

### 3A- 4 Pedestrian Hybrid Beacon

A pedestrian hybrid beacon is a special type of device used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.



- ◆ The pedestrian hybrid beacon consists of two side by side red indications centered over a yellow indication.



- ◆ The beacon starts with a flashing yellow. This warns the driver that the beacon will soon be solid yellow and the driver must stop.



- ◆ After a short flashing period, the beacon is a solid yellow. This has the same meaning as a normal yellow light.



- ◆ After the yellow, the beacon turns red. Both red lights are illuminated. During this interval, the driver must stop for the red and remain stopped. The pedestrians have a WALK signal at this time.



- ◆ After the WALK is complete, the reds flash in a back and forth pattern. During this interval the pedestrians have a flashing DON'T WALK signal. Drivers approaching the red flashing beacons must stop and verify that no pedestrian is in their lane nor in any adjacent lane before proceeding.



- ◆ After the pedestrian cycle is complete, the beacons will be dark. The state statute requiring vehicles approaching a dark traffic signal to stop does not apply to these midblock beacons.

Legend

- SY Steady yellow
- FY Flashing yellow
- SR Steady red
- FR Flashing red

## 3B Traffic Signs

### 3B-1 Sign Colors

The color of a roadway sign indicates what type of information is being provided.



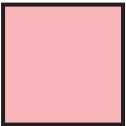
**Red** – Stop, yield, do not enter or wrong way.



**Yellow** – Used on warning signs to call attention to unexpected conditions.



**Yellow-Green** – Used for warning signs specific to pedestrians, bicycles, playgrounds, schools and school buses.



**Pink** – Incident management signs.



**Green** – Guide information, such as distance or direction.



**Blue** – Motorist services, such as rest areas or hospitals.



**White** – Regulatory, such as speed limits.



**Orange** – Alert to road workers, construction area.

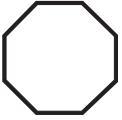


**Brown** – Recreation and cultural interest areas.



### 3B-2 Sign Shapes

Sign shapes also indicate the sign's message.



◆ **Octagon: STOP**

The octagonal (eight-sided) shape always means stop.



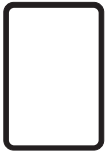
◆ **Triangle: YIELD**

The triangle (three-sided) shape always means yield.



◆ **Diamond: WARNING**

These signs warn you of special conditions or hazards ahead. Slow and proceed with caution.



◆ **Rectangle: REGULATORY OR GUIDE**

When vertical, signs are generally used to give instructions or tell you the law. When horizontal, signs give directions or information.



◆ **Pentagon: SCHOOL AND SCHOOL CROSSING**

The pentagon (five-sided) shape marks school zones and warns of school children crosswalks.



◆ **Pennant: NO PASSING ZONE**

Signs indicate a no passing zone.



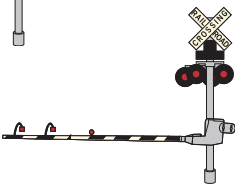
◆ **Crossbuck and Circle: RAILROAD CROSSING**

Advises the motor vehicle operator of a railroad crossing ahead. It means look both ways, listen for and yield to trains and be prepared to stop if a train is approaching. The number under the crossbuck indicates there is more than one set of tracks following the sign.



◆ **Flashing light signals**

May be used with crossbucks. Stop when the lights are flashing. Do not cross until you can do it safely. If there is more than one track, be careful to watch for trains from either the same or opposite direction.



◆ **Gates**

Used with flashing lights at some railroad crossings. Stop when the lights start to flash before the gate goes down. Remain stopped until the gates go up and the lights stop flashing. NEVER DRIVE AROUND THE GATES. It is dangerous and against the law.

**Railroad gates and warning lights are to alert you that a train is in the area. You may collide with a train if you go onto the tracks.**

### 3B-3 Regulatory Signs

These signs provide information about traffic laws. Obey their instructions. A red circle with a slash means NO – the symbol indicates what is prohibited.



- ◆ **Stop** – Come to a complete stop before entering an intersection. If there is a painted stop line, stop at the line. Stop before entering a crosswalk, painted or unpainted. If there is no crosswalk, stop at the safest point nearest the intersecting roadway to obtain a clear view of approaching traffic.



- ◆ **Yield** – Slow down or stop, if necessary, to give the right-of-way to crossing or merging vehicles.



- ◆ **Speed Limit** – Indicates the maximum speed that a vehicle can lawfully travel on the roadway.



- ◆ **No Left Turn** – Left turn prohibited.



- ◆ **No Right Turn** – Right turn prohibited.



- ◆ **No U-Turn** – U-turn prohibited.



- ◆ **Wrong Way & Do Not Enter** – These signs are often used in combination, and identify a one-way street or expressway ramp. Do not drive past either of these signs.



- ◆ **One Way** – Traffic flows only in the direction of the arrow.



- ◆ **No Parking** – Parking is prohibited.



- ◆ **Center Lane, Left Turn Only** – A driver may use the lane only to make a left turn.



- ◆ **Keep Right** – A traffic island, median or obstruction is ahead. Keep to the right.



- ◆ **Slower Traffic Keep Right** – These signs are used on multiple-lane roadways to reduce unnecessary weaving and when there is a tendency on the part of the motorist to drive in the left-hand lane (or lanes) below the normal speed of traffic.

### 3B-4 Warning Signs

Warning signs call attention to unexpected conditions.



◆ **Signal Ahead** – Traffic signal is ahead. Be prepared to stop.



◆ **Reduce Speed Ahead** – Informs motorists of a reduced speed zone.



◆ **Stop Ahead** – Approaching a stop sign.



◆ **Yield Ahead** – Approaching a yield sign.



◆ **Divided Highway Begins** – The traffic lanes ahead are divided by a median or divider and each lane is one-way. Keep to the right.



◆ **Divided Highway Ends** – The oncoming traffic lane ahead is no longer divided by median or divider. Keep to the right.



◆ **Two Way Traffic** – Roadway or upcoming roadway with traffic moving in opposite directions.



- ◆ **Added Lane** – Traffic from another road will be entering the road. No merging is necessary because a lane has been added.



- ◆ **Advisory Exit Speed Sign** – The advisory safe speed for an exit from a freeway or expressway.



- ◆ **Slippery When Wet** – Road surface may be slick when wet. Slow and proceed with caution.



- ◆ **Lane Ends** – The lane ends soon and a merging maneuver will be required. The sign shown is a right lane end sign.



- ◆ **Low Clearance** – The overpass has a low clearance. Do not proceed if the vehicle height exceeds the dimensions indicated.



- ◆ **Hill** – A steep down grade ahead. Check your brakes.



- ◆ **Deer Crossing** – Deer often cross the roadway in this area. Be alert, slow down if you see a deer. Deer may be present along any roadway throughout Nebraska, always be cautious. The sign is only installed in higher deer-vehicle conflict areas of deer crossings. The deer can cross anywhere.



- ◆ **Horse-Drawn Vehicle** – this sign is posted in areas where slow moving, horse-drawn vehicles often cross or share the roadway with motorized vehicles.



- ◆ **Pedestrian Crossing** – Be alert for people crossing the street. Slow down, yield right of way to pedestrians, or stop if necessary.



- ◆ **School Advance Crossing** – A crosswalk where school children cross the roadway is ahead.



- ◆ **School Crossing** – placed at the location where school children cross the roadway. Obey signs from school crossing guards.



- ◆ **Bicycle** – Be alert for bicyclists crossing the street.



- ◆ **Reverse Turn** – Just ahead, the road turns sharply right, then left. May be shown as left or right



- ◆ **Reverse Curve** – Just ahead, the road curves right, then left. May be shown as left or right.



- ◆ **Curve** –There is a gradual curve to the right ahead. Slow down to the safe speed indicated. May be shown as left or right.



- ◆ **Advisory Speed Plaque** – Supplements a warning (diamond) sign to indicate the advisory speed for the condition.





- ◆ **Winding Road** – The road ahead is winding with a series of turns or curves.



- ◆ **Crossroad** – A four-way intersection is ahead. Be alert for cross traffic.



- ◆ **"T" Intersection** – The roadway ends ahead. You must signal before turning right or left.



- ◆ **Sideroad** – A roadway joins from the right. Be alert for vehicles entering the roadway.



- ◆ **Roundabout** – A roundabout intersection is ahead. Slow down to recommended speed and yield to all vehicles approaching on your left already in the roundabout.



- ◆ **Traffic Merging From Right** – Adjust speed and lane position to allow traffic to merge safely.



- ◆ **Railroad Crossing** – Advises the motor vehicle operator of a railroad crossing ahead. It means yield and be prepared to stop if a train is approaching.



- ◆ **No Train Horn** – Installed under the Railroad Crossing signs in locations where a quiet zone has been established. Trains do not blow the horn at this location.

### 3B-5 Special Signs



- ◆ **Guide Signs** – Green and white signs give directional and distance information. Diagrams direct the exit and entrance movements at interchanges.



- ◆ **Slow Moving Vehicles Warning** – Vehicles which travel 25 MPH or less – such as farm equipment – must display these emblems when using a public roadway.



- ◆ **Service Signs** – Blue and white signs direct motorists to services, such as hospitals, gas, food, lodging, etc.



- ◆ **No Passing Zone** – A yellow "No Passing Zone" pennant shape sign may be found on the left side of the road at the beginning of a no passing zone.



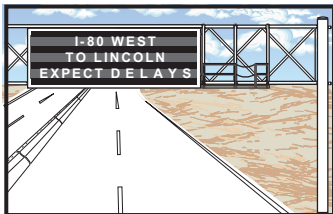
- ◆ **Reference Post Marker** – These signs are located on Nebraska highways in one mile increments to serve as a reference point for drivers to use when assistance is needed, or an emergency exists.



- ◆ **Handicapped Parking** – Parking spaces reserved for those with handicapped parking privileges.



- ◆ **Route Markers** – Signs used alone or in combination with arrow directional signs mounted below.



- ◆ **Dynamic Message Signs** – These signs provide important information to travelers. Messages can be changed to reflect the current conditions, route traffic, inform of construction schedules, incidents, etc. Most message signs are permanently mounted along freeways, while others are portable and can be used at construction sites, during special events, and in the event of a major traffic incident.



### 3B-6 Work Zone Devices

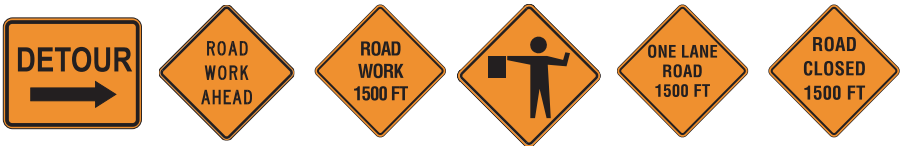
A highway work zone can be easily identified by unique orange warning signs immediately preceding the work zone. The orange signs with messages in black letters are reserved strictly to identify work zones. In addition to alerting drivers as they approach and enter work zones, black-on-orange signs are used within the work zone to convey specific information and directions to drivers as they pass through the work zone. Remember, black-on-orange signs identify work zones.

How should you react to work zone warning signs?

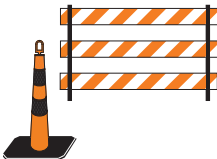
- Recognize that when you see black-on-orange signs, you are about to enter a work zone and should stay ALERT.
- Advance work zone signs may require you to take some action such as shifting your vehicle to another lane or reduce your speed.
- When you are expected to take some action, black-on-orange signs will convey the message far in advance so you will have enough time to take the action.
- Do not wait until the last minute to take action – the signs provide sufficient time for the driver to react without impeding traffic.



- ◆ **Flashing Arrow Panels** – Large flashing or sequencing arrow panels may be used in work zones to guide drivers into certain traffic lanes and to inform them that part of the road ahead is closed.
- ◆ **Work Zone Signs** – These signs are used to notify drivers of unusual conditions in or near work areas. Most signs are diamond shaped.



- ◆ **Flagger** – Warns drivers of construction or maintenance on the road ahead where a flagger wearing a bright-colored, reflective orange vest is stationed at the site to control traffic. The flagger uses a “STOP/SLOW” paddle to either stop traffic or allow traffic to proceed. When you see the “Flagger” sign, STAY ALERT and be prepared to stop. If you are required to stop-remain stopped until you are directed by the flagger to proceed.



- ◆ **Channelizing Devices** – Barricades, vertical panels, drums and cones are the most commonly used devices to guide drivers safely through the work zone.

### 3C Pavement Markings

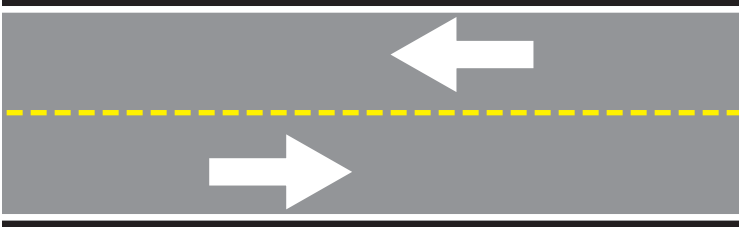
Road markings are used to guide and warn drivers as well as regulate traffic. Markings may be either yellow or white and used alone or in combinations.

#### 3C-1 Yellow Center Line Markings

- ◆ Yellow center lines indicate that there is two-way traffic, flowing in **opposite** directions.

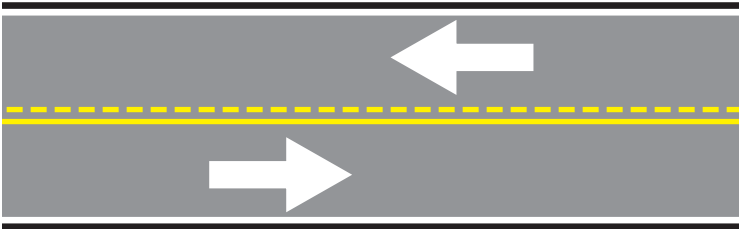
##### Broken

A broken yellow line indicates that passing on the left is permitted when the way ahead is clear. Overtaking and passing should be done with care because of oncoming traffic.



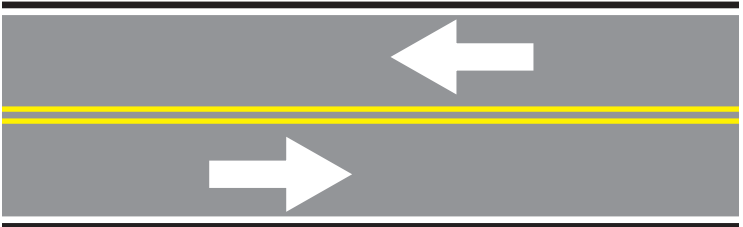
##### Solid and Broken

A broken yellow line alongside a solid yellow line indicates that passing is permitted on the side of the broken line, but not on the side of the solid line.



##### Double Yellow

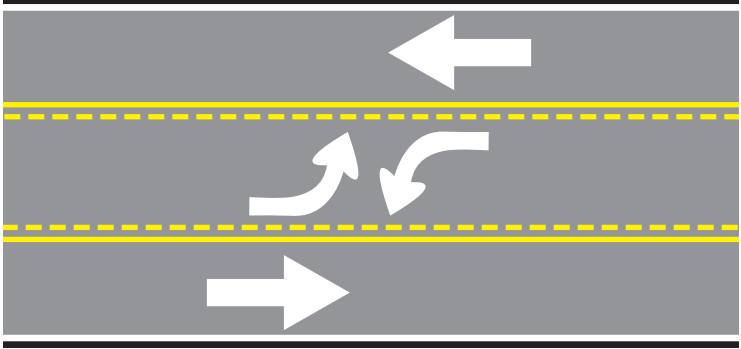
Double solid yellow lines mark the center of the road and separate oncoming traffic. Passing is not allowed in either direction. Making a left turn or avoiding an obstruction are the only lawful crossings allowed over double yellow lines, when turning into or from an alley, private road, or driveway unless otherwise prohibited by signs.



### 3C-2 Yellow Lane Line Markings

#### ◆ Solid and broken (shared left turn lane)

A center lane separated with solid and broken yellow lines reserves a lane for left turns shared with traffic from the opposite direction. Motorists entering this lane should use caution and may only turn left. *Using this lane to pass is prohibited.* Signs or arrow markings on the pavement will assist drivers in recognizing this useful turning lane.

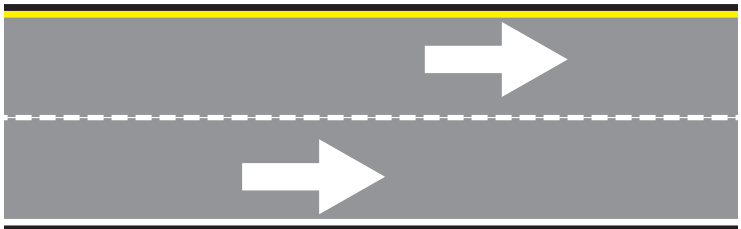


### 3C-3 White Lane Line Markings

◆ White lines separate lanes of traffic going in the same direction.

#### Broken

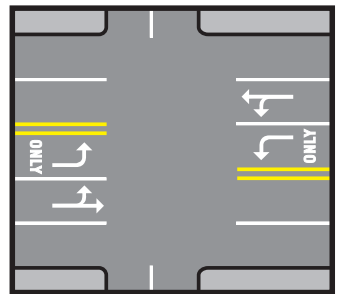
Broken white lines separate lanes of traffic going in the same direction, and may be crossed with care.



#### Solid with Turn Lane Arrow

Solid white lines are used for turn lanes and to discourage lane changes near intersections. Arrows are often used with the white lines to indicate which turn may be made from the lane.

When a lane is marked with a curved arrow and the word ONLY, you must turn in the direction of the arrow. When a lane is marked with both a curved and straight arrow, turning or proceeding straight ahead is allowed.



## 3C-4 Other Pavement Markings

### Stop Lines

Stop lines are white lines painted across the pavement at intersections indicating the position to stop. In urban areas, the line is usually located about four feet before a crosswalk. **Drivers must stop at the line** (where present), not at the stop sign or traffic control signal.

### Crosswalk Markings

These lines are painted across or partially across the pavement. Pedestrians have the right of way when pedestrians are in these crosswalks. Crosswalks are sometimes in the middle of the block in residential areas and school areas. Crosswalk areas may also be unpainted.

### Railroad Crossing Markings

In advance of a railroad crossing, the white letters “RxR” is set into the surface of, or applied to or attached to, the pavement, which is for the purpose of advising, warning or guiding traffic. At railroad crossings, a yellow line may be placed on the right side of the center line to prevent passing.

### Rumble Strips

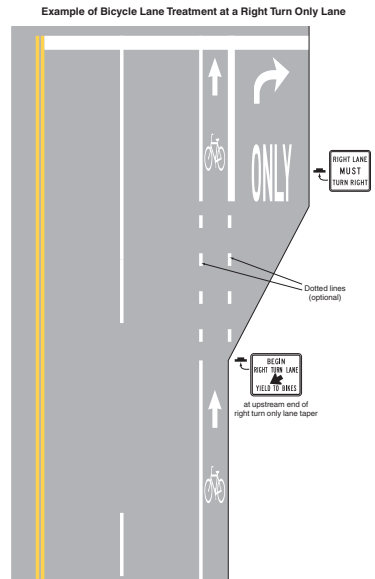
Rumble strips are a series of indented elements installed on a paved roadway shoulder near the travel lane, on a two-lane roadway near the center line, or in the lane of traffic approaching a stop sign or signal. Rumble strips are intended to alert drowsy or inattentive drivers through vibration and sound that their vehicles have left the travel lane or are approaching a stop sign or signal.

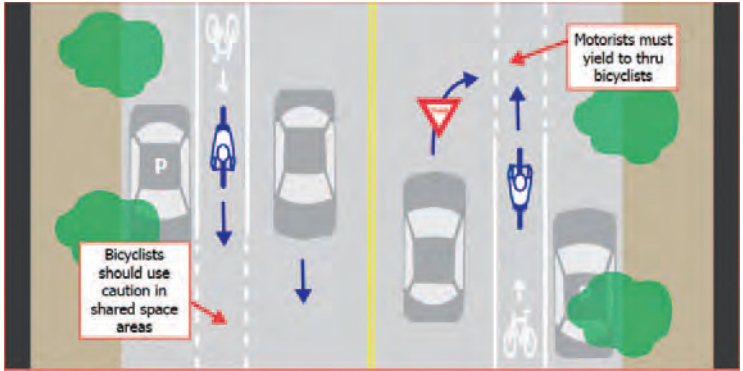
### Two-Way Left Turn Lane Markings

A driver may use the center lane to make a left turn. Caution should be used since there may be left-turning vehicles from the opposite direction also using the lane. The lane cannot be used to pass other vehicles.

### Bike Lanes

Bike lanes are a portion of a roadway that has been designated for the exclusive use by bicyclists. Bike lanes are designed to separate bicycle traffic from motorized vehicle traffic. It is illegal to drive in these lanes. However, motorists may cross over the bike lane to move into another appropriate travel lane, to enter or exit on-street parking spaces or to enter or exit private property. Before crossing a bike lane, make sure it is safe to do so. Yield the right-of-way to approaching bicyclists. When the bike lane is clear, signal your intention to turn and then move into the bike lane before making the turn.





### Shared Lane

Shared lane markings are used to indicate the lane is shared by both motor vehicles and bicyclists. The markings may be placed in the travel lane to indicate where bicyclists should preferably ride. Motorists should avoid passing bicyclists until a safe distance of no less than three feet clearance exists.

# SECTION 4

## Rules of the Road

Applicants are required to know and be able to apply the rules of the road when driving.

### 4A Slower Traffic – Keep Right

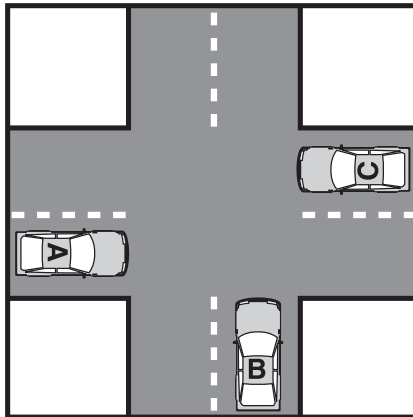
Any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions existing must be driven in the right-hand lane when available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

### 4B Right-of-Way

There are rules to aid in determining when drivers must yield.

**4B-1 For right-of-way at an uncontrolled intersection** when vehicles are approaching the intersection at approximately the same time and where signs or signals are not used, watch for vehicles coming from the right and yield the right-of-way. For example:

- ◆ Car "A" yields to car "B" if car "A" is going straight ahead.
- ◆ If car "A" turns left, car "A" yields to both "B" and "C".
- ◆ Car "B" yields to car "C".



- ◆ Drive defensively, other drivers may not stop even if you have the right-of-way.

### 4B-2 At intersections with "Yield" Signs:

- ◆ Check for cross traffic before reaching the intersection.
- ◆ Yield the right-of-way to any cross traffic close enough to cause conflict.
- ◆ When turning onto a street or highway, yield to any vehicle close enough to cause conflict.
- ◆ Check for a gap in traffic, merge, and adjust your speed.

### 4B-3 At intersections with four-way stops:

All drivers have a duty to stop followed by a duty to use ordinary care as they proceed through the intersection. Common courtesy is that the driver who stops first should be permitted to go first. If in doubt, yield to the driver on your right. NEVER insist on the right-of way and risk a collision.

### 4B-4 Rules for Driving Roundabouts

When driving a roundabout, the same general rules apply for maneuvering through any other type of intersection. However traffic flows one-way in a counter-clockwise direction around the center island.

Large vehicles need more space when driving in a roundabout. Roundabouts provide truck aprons, raised paved areas next to the circular roadway for the rear wheels of large trucks to use when turning.

#### ◆ Rules for driving a roundabout

- Slow down to the posted advisory speed and obey **ALL** traffic signs.
- Yield to pedestrians and bicyclists in the crosswalk as you approach the roundabout.
- Yield to traffic approaching on your left already in the roundabout.
- Enter the roundabout circle when there is a safe gap in traffic.
- As you approach your exit, turn on your right-turn signal.
- Yield to pedestrians and bicyclists in the crosswalk as you exit.
- Truck aprons are not to be used by cars, SUVs, pickup trucks, bicyclists or pedestrians.

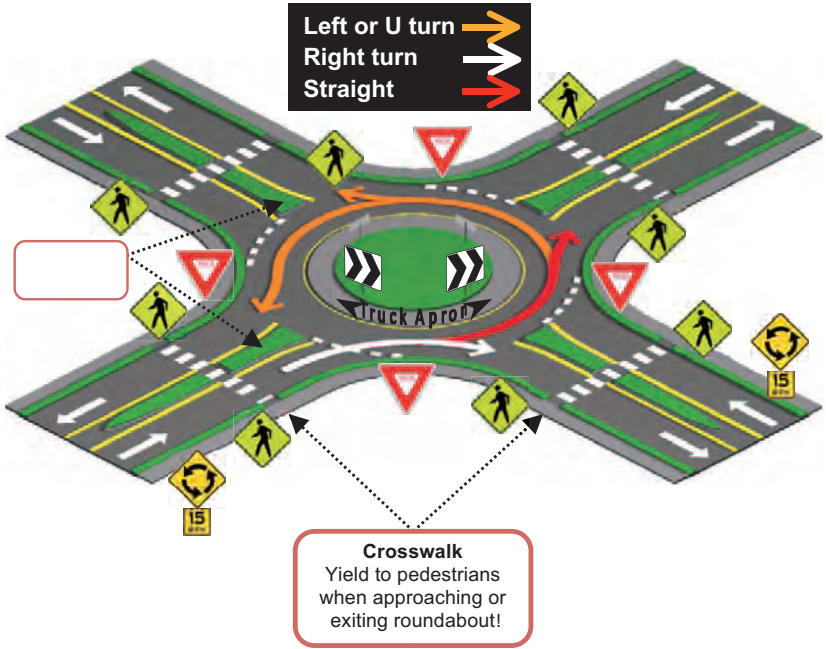
#### ◆ Additional rules for driving a dual-lane roundabout – It is very important to observe signs and arrows to determine which is the proper lane to use **before entering the circular roadway**. In general:

- To make a left turn, choose the shared through/left-turn lane.
- To make a right turn, choose the shared through/right-turn lane.
- To go straight, observe the signs and arrows to see which lane is meant for through traffic.
- Yield to **ALL** traffic on your left already in the roundabout before entering.
- **Stay in your designated lane.**
- Avoid driving next to or passing large trucks approaching and maneuvering through a roundabout as trucks might cross into other lanes or onto the truck apron when turning.

#### Emergency vehicles in the roundabout

- Always yield to emergency vehicles.
- If you have not entered the roundabout, pull over and allow the emergency vehicle to pass.
- If you have entered the roundabout, continue to your exit, then once beyond the splitter island, pull over and allow the emergency vehicles to pass.
- Avoid stopping within the roundabout

## Driving Single-Lane Roundabouts



## Driving Dual-Lane Roundabouts



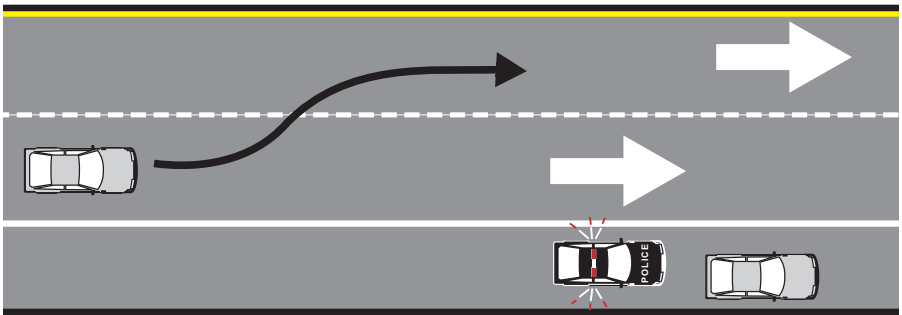


#### 4B-5 Nebraska Move Over Law

A driver in a vehicle on a multi-lane controlled-access highway approaching a stopped emergency, road assistance, public/private utility maintenance, highway maintenance, or solid waste or recycling collection vehicle with flashing lights must move into a lane at least one travel lane away from the stopped vehicles. If moving into another lane is not possible, due to other traffic or for other conditions, the driver must then reduce their speed and maintain a safe speed past the stopped vehicles. *Note: For purposes of this section, road assistance vehicle includes a vehicle operated by the Department of Transportation, a Nebraska State Patrol motorist assistance vehicle, a United States Department of Transportation registered towing or roadside assistance vehicle, and a utility service vehicle operated by a utility company*

The fines for violating move over law are:

- ◆ 1st offense up to \$100.
- ◆ 2nd and subsequent offenses up to \$500 and/or up to 7 days in jail.



#### 4B-6 Move Crashes to Shoulder and Quick Clearance

Drivers involved in minor crashes on the interstate or freeway system in which there are no injuries and the vehicles are still drivable should drive the vehicles to the nearest shoulder out of the travel lanes. Vehicles that are unable to be moved to the shoulder may be pushed to the shoulder by Law Enforcement or have such vehicle removed by others.

**4B-7 When leaving alleys/driveways/parking lots** to enter a roadway, **STOP** before driving onto a sidewalk or onto the sidewalk area and proceed slowly. Yield the right of way to any pedestrian and approaching vehicles.

#### 4B-8 Right-of-Way to Emergency Vehicles

When the siren or flashing lights of an authorized emergency vehicle are activated, the driver of any other vehicle shall:

- ◆ Yield the right-of-way.
- ◆ Immediately drive to a position parallel to and as close as possible to the right-hand edge or curb of the roadway and stop, clear of any intersections and unless otherwise directed by a traffic officer.
- ◆ Remain stopped until the emergency vehicle has passed.
- ◆ Watch for other emergency vehicles before proceeding.

- ◆ On a roadway divided by a median, traffic going the opposite direction are not required to stop.
- ◆ No vehicle may follow any fire apparatus traveling in an emergency status closer than 500 feet or drive onto or park within the block the fire apparatus has stopped to answer an emergency.
- ◆ *Note: Funeral procession escort vehicles are classified as emergency vehicles. Drivers are required to yield to funeral escort vehicles displaying proper audio or visual signals.*

#### **4B-9 Right-of-Way to Pedestrians**

- ◆ Yield to all pedestrians within crosswalks. Slow down and be ready to stop if needed.
- ◆ Motorists should leave a safe distance of no less than three feet clearance to avoid colliding with any pedestrian upon any roadway.

#### **4B-10 Right-of-Way to Visually Impaired**

When approaching someone using a white cane or guide dog, stop until the person is well away from the roadway or path of travel.

#### **4B-11 Always obey a police officer when they are directing traffic.**

### **4C Speed Laws**

Nebraska's speed law requires driving at a speed that is reasonable and safe under existing conditions.

#### **4C-1 Maximum Speed Limits – Unless Otherwise Posted**

- ◆ Rural Interstate Highways – 75 Miles Per Hour (MPH)
- ◆ Expressway / Freeways – 70 MPH
- ◆ State highways – 65 MPH
- ◆ Hard surface county roads – 55 MPH
- ◆ Gravel or non-hard surfaced county roads or highway – 50 MPH
- ◆ Residential districts – 25 MPH
- ◆ Business districts – 20 MPH
- ◆ School Zone – As posted
- ◆ Watch carefully for posted speed limit signs.

#### **4C-2 Adjusting Speed for Traffic Conditions**

- ◆ Generally, drive at the same speed as the main stream of traffic to avoid frequent passing and to ensure you can adjust to slower moving vehicles.
- ◆ If you are driving at less than the normal speed of traffic, drive in the right hand lane available for traffic except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.
- ◆ Unless safety, an emergency, or the law requires otherwise, do not drive slow enough to impede or block the normal and reasonable flow of traffic.

### 4C-3 Adjusting Speed for Work and School Zones

- ◆ **Work Zone:** Driving slower or faster than the surrounding traffic is a major cause of rear-end crashes in work zones. In the work zone, driving areas may be confined, and there may be no maneuvering space or escape route for vehicles that unexpectedly approach a slow-moving vehicle ahead. Traffic control devices such as barricades, cones, drums, flaggers, etc., are used in work zones to guide and direct drivers safely through the work zone. Stay alert, obey the signs, maintain a steady speed consistent with the traffic flow unless otherwise directed, adjust your lane position away from workers and equipment, do not slow your speed abruptly, but be prepared to stop anytime.
- ◆ **School Zone:** reduce speed, obey all signs and be prepared to stop anytime.
- ◆ Fines are doubled in school zones and when workers are present in work zones.

### 4C-4 Speeding Fine Schedule

MPH OVER	NORMAL	WORK/SCHOOL ZONES
1–5	\$10	\$20
6–10	\$25	\$50
11–15	\$75	\$150
16–20	\$125	\$250
21–35	\$200	\$400
Over 35	\$300	\$600

(Plus court costs, in all cases.)

## 4D Passing

### 4D-1 It is unlawful to:

- ◆ Pass in any marked no-passing zones.
- ◆ Exceed the posted speed limit when passing.
- ◆ Pass a school bus with flashing red lights and stop arm extended.
- ◆ Pass within 100 feet of any intersection.
- ◆ Pass within 100 feet of any railroad crossing.
- ◆ Pass on any hill, curve or bridge where vision is obstructed.

### 4D-2 How To Pass

- ◆ Decide if it is necessary to pass.
- ◆ Stay at least three seconds behind the vehicle ahead.
- ◆ Signal and check all around your vehicle before passing.
- ◆ Increase speed and pull into the passing lane.
- ◆ Signal and move back into the right lane when the front of the vehicle being passed or the vehicles's headlights are seen in the rear view mirror.
- ◆ Resume speed.

### 4D-3 When Being Passed

- ◆ When another vehicle is passing, stay in the lane and maintain speed unless there is an emergency.
- ◆ In an emergency, speed up, slow down, or leave the road to prevent a crash.

### 4D-4 Passing Parked Cars

When driving past parked vehicles, watch for vehicles pulling out. Check for clues such as:

- ◆ Exhaust coming from the tail pipe.
- ◆ Brake lights on, turn signal flashing, or white back-up lights on.
- ◆ Front wheels turning out toward traffic.
- ◆ Person seated in drivers position.
- ◆ Watch for people or animals emerging from between parked vehicles.

## 4E Signaling, Reversible Lanes, Lane Changing and Turning

### 4E-1 Signaling

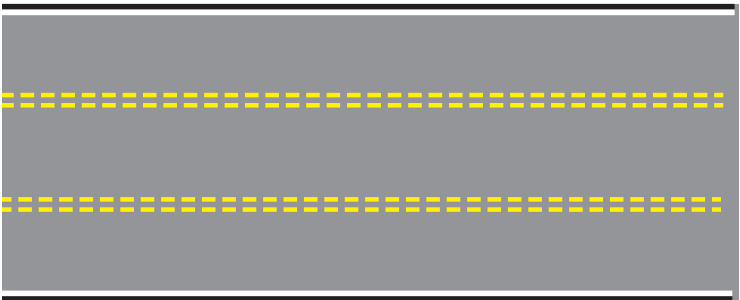
Always signal when:

- ◆ Changing lanes.
- ◆ Pulling in or out of a parking space.
- ◆ Pulling into traffic from a parking area or alley.
- ◆ Signal at least 100 feet before turning, or moving right or left.



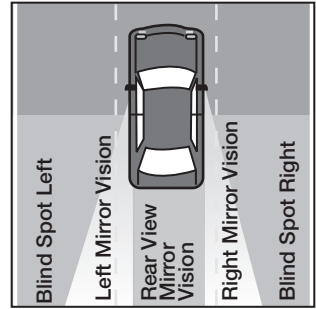
### 4E-2 Reversible Lanes

- ◆ Reversible Lanes are double-dashed broken yellow lines indicating the lane changes direction of traffic flow as is indicated by traffic signs or signals.



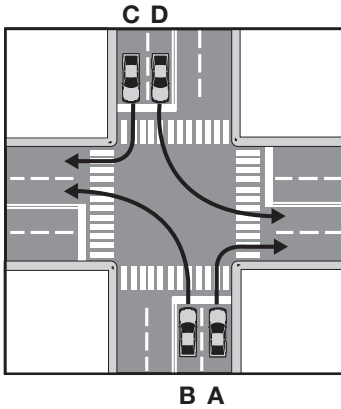
### 4E-3 Lane Changing

- ◆ Signal.
- ◆ Check in rear view and side mirrors.
- ◆ Check over left or right shoulder. Check blind spots.
- ◆ Check for other drivers who may also be moving into the same lane.
- ◆ Change lanes.
- ◆ DO NOT change lanes in an intersection.



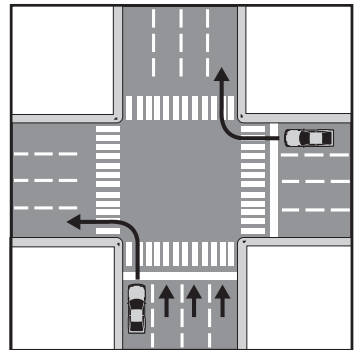
### 4E-4 Turning

- ◆ Plan ahead.
- ◆ Be in the proper lane well in advance of intended turn.
- ◆ Signal the direction of the turn.
- ◆ Slow and check for persons and vehicles in your turning path and behind.
- ◆ Turn into the proper lane (see Turning Diagrams).
- ◆ Adjust speed to the flow of traffic.
- ◆ A right turn shall be made as close as practical to the right side of the road or street.
- ◆ If a center lane is not marked, a left turn shall be made from the left lane lawfully available and the left turn shall be made into the left lane that is lawfully available.

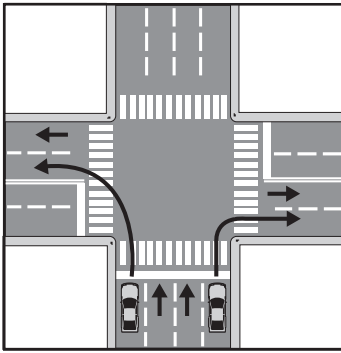


Right turns from two-way to two-way (Car A & Car C)

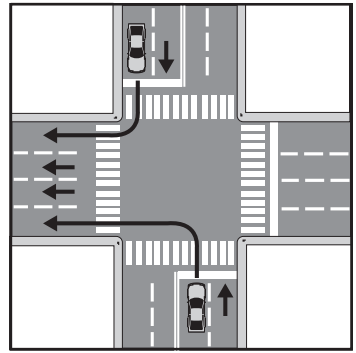
Left turns from two-way to two-way (Car B & Car D)



Turns from one-way to one-way

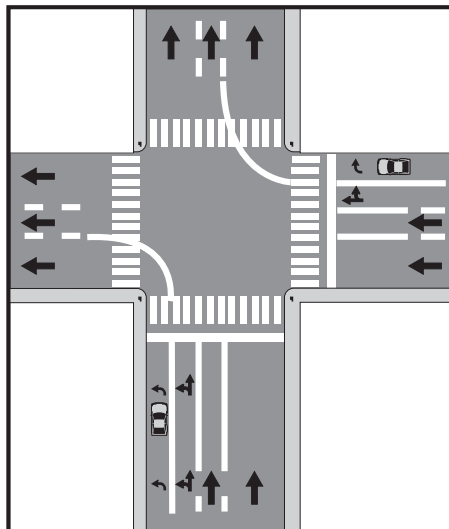


**Turns from one-way to two-way**



**Turns from two-way to one-way**

- ◆ Double turning lanes are indicated by regulatory signs and lane markings. Traffic in lane nearest curb should turn into the traffic lane nearest the curb. The second lane from the curb should follow the lane line into the nearest lane as indicated by the lane line.



## 4F Parking

### 4F-1 Emergency Roadside Stop

- ◆ Signal and move as far away from traffic and onto the roadside shoulder as far off the road as possible.
- ◆ Park vehicle within 12 inches of and parallel to the curb, or road's edge.
- ◆ Always park on the right side of roadway, unless it is a one-way street.
- ◆ Make sure vehicle cannot move.
- ◆ Shift transmission to proper parking gear and set parking brake.

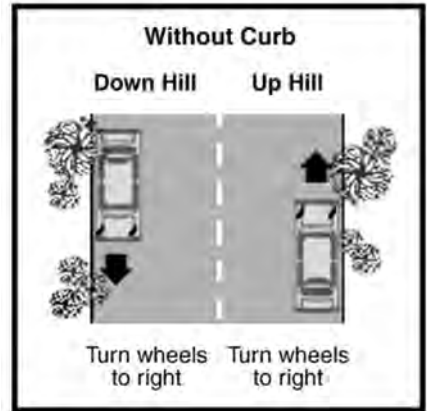
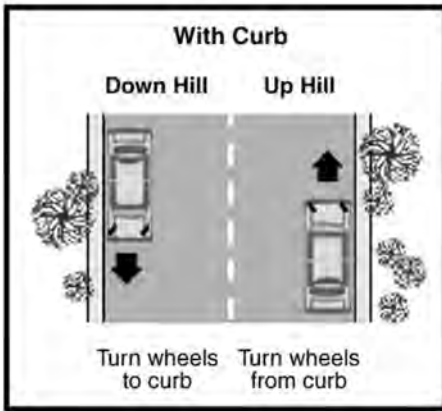
- ◆ Activate 4-way flashers.
- ◆ Turn off engine and remove keys.
- ◆ Check traffic before getting out of vehicle.

#### 4F-2 Where Not to Park or Stop a Vehicle

- ◆ On a roadway directly beside stopped or parked vehicles.
- ◆ On a sidewalk, within an intersection, or on a crosswalk.
- ◆ Within 30 feet of any flashing signal, stop sign, yield sign or other traffic control device located at the side of the roadway.
- ◆ Within 20 feet of a crosswalk at an intersection.
- ◆ On bridges, within a highway tunnel, or within 50 feet of railroad tracks.
- ◆ At any place where official signs prohibit standing, stopping, or parking.
- ◆ In front of a public or private driveway.
- ◆ Within 15 feet of a fire hydrant.

#### 4F-3 Parking on Hills

If you park facing uphill where there is a curb, set the parking brake and turn the wheels away from the curb. In any other situation, turn the wheels toward the curb or edge of the road.



#### 4F-4 Handicapped Parking

- ◆ Handicapped parking stalls are reserved for vehicles which display handicap license plate or permit from which the handicapped person enters or exits, 24 hours per day, 7 days per week.
- ◆ Do not park in the handicapped parking access aisles located directly beside handicapped parking stalls.
- ◆ The fines for violating handicapped parking laws are:
  - 1st offense up to \$150
  - 2nd offense up to \$300
  - 3rd offense up to \$500
- ◆ Anyone found blocking a curbcut or wheelchair ramp can be issued a ticket for the violation of the handicapped access ramp.

## 4G Railroad Crossings

### 4G-1 Signs, Signals, and Markings

Railroad crossings have signs, signals and markings to warn drivers of the hazard. In addition to the round advanced warning sign and crossbuck, there may be a large white X, the letters RR, a no passing zone, and/or a stop line painted on the pavement.

### 4G-2 When Approaching a Railroad Crossing

- ◆ Do so at a constant controlled speed – fast enough to coast across tracks if vehicle engine stalls and slow enough to stop if necessary.
- ◆ Expect a train on any track at any time.
- ◆ Stop for any of these warnings:
  - A signal indicating a train or on-track equipment is coming.
  - A crossing gate is lowered.
  - A flagman signals a train or on-track equipment is approaching.
  - Train or on-track equipment is clearly visible or train whistle is heard and would be hazardous for you to cross.
  - A stop sign is erected at such crossing.
  - When required to stop, stop at the stop line. If none, stop not less than 15 feet nor more than 50 feet from the nearest rail.
- ◆ Never drive any vehicle through, around or under any gate or barrier.

### 4G-3 After Stopping

- ◆ Make sure all tracks are clear.
- ◆ Make sure there is room for your car on other side of tracks.
- ◆ Watch for vehicles that must stop at railroad crossings, such as buses and trucks carrying hazardous materials.
- ◆ Do not change gears when crossing the tracks.
- ◆ Watch out for multiple trains or on-track equipment.

### 4G-4 Get Out of Stalled Vehicle

- ◆ If the vehicle stalls on a crossing, get everyone out and off the tracks immediately.
- ◆ Move in the direction the train or on-track equipment is expected.
- ◆ If no train or on-track equipment is seen immediately call the 1-800# on the crossing sign to try to stop the train or on-track equipment.
- ◆ If a train or on-track equipment is coming, stay clear of the tracks.
- ◆ Call 911

### 4G-5 Railroad Emergency Notification System (ENS)

The typically blue colored ENS sign is at every highway-rail grade crossing and provides the public with a 24/7/365 telephone number to call to report problems or emergencies at these railroad locations. The sign is either located on the black and white cross buck or near the actual crossing. The toll-free ENS number is answered by railroad dispatchers who are the first line of defense to attempt to stop all train traffic at the crossing during an emergency.



Directly below the dispatch number on the ENS sign is a Department of Transportation number that identifies the exact location of the crossing in question. By following the information on the sign, the public can report unsafe conditions such as:

1. Malfunctions of warning signals, crossing gates and other safety devices at the crossings;
2. Disabled cars, trucks or other vehicles blocking the railroad tracks at the crossings;
3. The presence of trespassers on the tracks or along the right of way at the crossing; and
4. Any other information relating to an unsafe condition at the crossing.

#### **4G-6 General Railroad Crossing Information**

- ◆ Motorists must use extra caution at railroad crossings. Trains or on-track equipment cannot stop quickly.
- ◆ Never try to beat a train or on-track equipment across the tracks. Even if it is a tie, you will be the loser.
- ◆ Do not shift gears when crossing railroad tracks; you might stall.
- ◆ Trains or on-track equipment cannot stop quickly. An average 150-car freight train traveling 30 MPH requires a stopping distance of 3150 feet or three-fifths (3/5) of a mile. The same train traveling 60 MPH requires 8500 feet or one and three-fifths (1-3/5) miles to stop.
- ◆ ALWAYS EXPECT A TRAIN OR ON-TRACK EQUIPMENT.

# SECTION 5

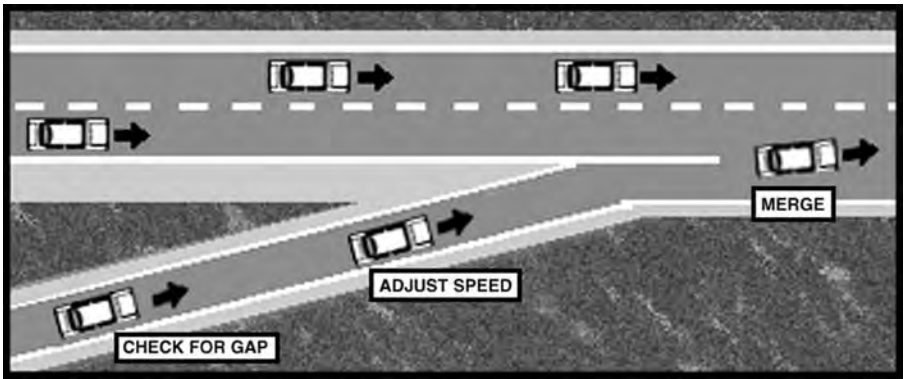
## Special Driving Conditions

### 5A Interstate Driving

"Interstate" refers to any controlled access, multi-lane highway.

#### 5A-1 Entering the Interstate

- ◆ Check for a gap in traffic in the nearest lane.
- ◆ When using the entrance ramps notice the solid white line to the left. The solid white line separates lanes of traffic going in the same direction. When the broken white line begins, adjust your speed, use your turn signal, and merge into a traffic gap when safe to do so.



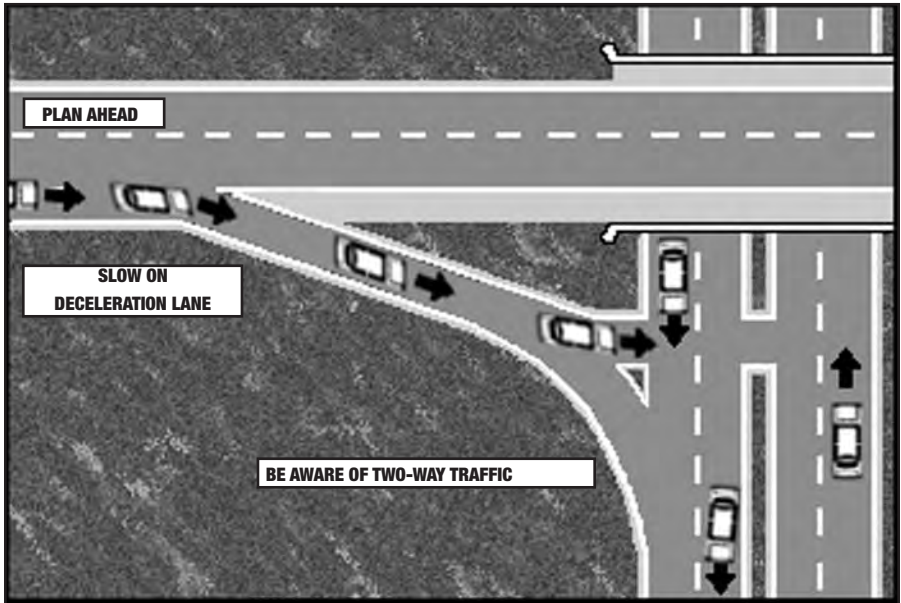
#### 5A-2 Driving on the Interstate

- ◆ Maintain steady speed. Keep pace with other traffic.
- ◆ Obey posted speed limits.
- ◆ Slower traffic keep to the right.
- ◆ Be alert at entrance ramps for vehicles entering the interstate. If safe, signal and move left to allow them a smooth, safe entry.
- ◆ Avoid unnecessary lane changing. Stay in the right lane unless overtaking and passing another vehicle.
- ◆ Signal lane changes.
- ◆ Pass with caution. Check your blind spots when making lane changes.
- ◆ If you miss your exit, go on to the next exit. Backing up or using emergency crossover points on the interstate is prohibited.
- ◆ Never cross the median of the interstate highway.
- ◆ Minimum speed on the interstate is 40 MPH.

#### 5A-3 Leaving the Interstate

- ◆ Plan ahead. Watch for exit signs and the proper lane position for those exits. Signal and move into the proper lane a mile or more before the intended exit.

- ◆ Slow **after** moving into the deceleration lane.
- ◆ Check advised ramp speed.
- ◆ Once off the interstate, be aware of two-way traffic and check posted speed limit.



## 5B Driving at Night

Darkness demands increased driver attention. Reduced visibility, glare from oncoming headlights, deer crossing the road, and eye strain can all combine to make night driving hazardous.

- ◆ Headlights must be used from sunset to sunrise.
- ◆ Turn on low beams when daylight begins to fade to help others see you.
- ◆ Driving with parking lights only is unlawful.
- ◆ When approaching another vehicle from the front or rear, auxiliary driving lights should be turned off at the same time the vehicle's headlights are required to be dimmed.
- ◆ Speed should be adjusted to safely stop within the area illuminated by the headlights.
- ◆ Use high beams on open highways. Dim headlights when following within 200 feet of another vehicle, and when meeting oncoming vehicles. If the oncoming lights are blinding do not look directly at the vehicle but look toward the right edge of the road.
- ◆ A clean windshield, inside and out, helps reduce the glare from oncoming vehicles.
- ◆ Keep eyes moving; eye strain, fatigue, and lack of concentration can be the result of staring at the spot created by the headlights.

## 5C Adverse Weather Conditions

### 5C-1 Rain

- ◆ Reduce speed in relation to road surface condition. Hydroplaning occurs when tires ride on a thin film of water instead of the road. To prevent hydroplaning, slow down.
- ◆ It may be necessary to disengage cruise control.
- ◆ Increase your following distance.
- ◆ Use low beam headlights.

### 5C-2 Flooding

- ◆ Do not drive through flooded areas. If you see a flooded roadway ahead, turn around and find another route to get to your destination.
- ◆ Be cautious, especially at night, when visibility is limited.
- ◆ Remember, six inches of water will reach the bottom of most passenger cars, causing loss of control or possible stalling.
- ◆ Two feet of moving water can carry away most vehicles including sport utility vehicles and pick-up trucks.
- ◆ Even if the water appears shallow enough to cross, do not attempt to cross a flooded road. Water can hide dips, or worse, floodwaters can damage roadways by washing away the underlying road surface.
- ◆ If there is no other route, proceed to higher ground and wait for the waters to subside.

### 5C-3 Fog

- ◆ Use low beam headlights.
- ◆ Reduce speed, and proceed with extreme caution.
- ◆ Travel on roadway with posted speeds of 40 MPH or more is not recommended when visibility is less than 1/4 of a mile.

### 5C-4 High Wind

- ◆ Wind can be a problem for all vehicles, especially small and high profile vehicles.
- ◆ Watch for open spaces after driving in a protected area. Be ready to make steering corrections because of changes in the wind.
- ◆ When meeting large trucks and buses, be alert for possible steering corrections because of sudden wind changes.
- ◆ Be alert to high wind advisories when traveling.

### 5C-5 Snow and Ice

- ◆ Reduce speed and proceed with extreme caution.
- ◆ Increase following distance.
- ◆ Keep windows clear.
- ◆ Make speed and directional changes gradually.
- ◆ Do not use cruise control.

- ◆ Vehicles **not** equipped with antilock (ABS) brakes: pump brake pedal to keep brakes from locking up; there's no steering control unless the tires are rolling.
- ◆ Vehicles equipped with antilock (ABS) brakes: press brake pedal firmly; do not pump brakes.
- ◆ When going uphill, apply just enough power to maintain speed but not enough to cause wheels to spin.
- ◆ Studded tires are only lawful from November 1 to April 1.

## 5C-6 Blizzards

Blizzards are among the worst kinds of conditions for driving. It combines the limited visibility of fog, the slippery roads found with ice and snow, and the unexpected steering corrections of wind. Driving is not advised in these conditions.

If stranded:

- ◆ Don't panic. Stay with the vehicle.
- ◆ Open a window slightly for fresh air.
- ◆ Conserve fuel, run the engine and heater sparingly, and only with a slightly open window for ventilation. Keep snow from blocking exhaust (tail) pipe.
- ◆ Use your emergency flashers to make your car more visible to work crews. Turn your dome light on at night.
- ◆ If more than one person is in the car, take turns keeping watch and sleeping.

## 5D Driving Emergencies

### 5D-1 Wheels Drop Off Roadway or Pavement Edge

- ◆ Hold steering wheel firmly and steer so wheels straddle the edge of the roadway.
- ◆ Don't attempt to turn back onto the roadway immediately.
- ◆ Reduce speed.
- ◆ Check traffic.
- ◆ Gradually turn back onto roadway when it is safe to do so staying in the driving lane.

## 5E Distracted / Aggressive Driving

### 5E-1 Distracted Driving

Driving is a skill that requires your full attention to safely control your vehicle and respond to events happening on the roads around you. Driving involves constant and complex coordination between your mind and body. Events or things that prevent you from operating your car safely are distractions. There are three main types of distraction:

- ◆ Visual – taking your eyes off the road;
- ◆ Manual – taking your hands off the wheel; and
- ◆ Cognitive – taking your mind/focus off the driving task.

Some distractions like text message, involve all three.

- ◆ In 2017, 3,166 people were killed in distracted driving related crashes in the U.S. A total of 434 people died in fatal crashes that involved cell phone related activities as distractions. Nebraska recorded 4,699 distracted driving crashes injuring 1,546 and causing 19 fatalities.
- ◆ Drivers who use hand held cell phones are **4 times** more likely to get into crashes serious enough to injure themselves.
- ◆ Studies reveal that physically dialing a phone while driving increases the risk of a crash as much as **6 times**. Reprogramming a global positioning system (GPS)/navigation device while driving requires the same attention as dialing a cell phone.
- ◆ Studies reveal that text messaging increases a driver's crash risk by 23 times.
- ◆ Sending or receiving a text takes a driver's eyes from the road for an average of 4.6 seconds, the equivalent – at 55 mph-of driving the length of an entire football field, blindfolded.
- ◆ The fine for texting and driving is \$200 to \$500.
- ◆ Some drivers are using “hands free” cell phones which do not reduce the distraction. The area of the brain responsible for processing moving visual information – a vital part of driving – has 37% less capacity to gather and process critical driving data and instead focuses on the cell phone conversation. It's the conversation, not the device that creates the danger.
- ◆ Some other distractions while driving are: eating, reading, removing a coat, picking up something on the floor board, applying makeup, and changing a CD.

### **Are You Being Driven to Distraction?**

- ◆ What do children, friends, and pets all have in common? All can be a dangerous distraction to you while you are driving.
- ◆ Teach your young children that driving is an important job and that you must concentrate when you are behind the wheel. Buckle up your children properly. Give them distractions – books, games, or other appropriate toys to occupy their time. **If you need to attend to your children, pull over to a safe place.** Don't try to handle children while you are driving.
- ◆ When you are driving with friends and/or relatives, establish some strategies to keep your passengers under control. A carload of friends can be very distracting with loud talking, quarrelling over music selections, or horseplay. Arguments and other disturbing conversations should be held in a safe, appropriate place, not while you are driving in your vehicle.
- ◆ A loose pet in a moving vehicle can be very dangerous. **Properly secure your pet** in a pet carrier, portable kennel, or specially designed pet harness when you are driving. Never allow your pet to sit on your lap while you are driving your vehicle.

### **Turning Dials Can Turn Your Head**

- ◆ Making destination entries on an in-vehicle navigation system, radio surfing for a good song, or adjusting your vehicle's climate controls are distracting activities that can put you in danger of a vehicle crash or near-crash. The availability of in-vehicle internet and e-mail access from cell/smart phones, and other portable devices are added distractions that increase your risk of a crash if you engage in these activities while driving.

- ◆ Adjust vehicle controls (climate controls, mirrors, radio, seat, etc.) before you begin to drive.
- ◆ Check your e-mail, voicemail, and any other portable devices you have before you begin driving.
- ◆ Take advantage of normal stops to adjust controls.
- ◆ Ask your passengers to adjust the radio, climate control, navigation system, etc., for you.

### **Looks Can Kill ...**

Looking out your window at what you are passing while you are driving can be a distraction if you are concentrating on getting a good look at:

- ◆ a crash scene
- ◆ a vehicle pulled over by law enforcement
- ◆ construction work
- ◆ a billboard advertisement
- ◆ a scenic view
- ◆ street names and address

**Always focus on your driving. It's crucial that you remain alert while on the road to arrive at your destination safely.**

### **In Nebraska it is illegal:**

- ◆ Use a handheld wireless communication device to read, type, or send written communication while operating a motor vehicle; other specific primary offense laws apply to operators of commercial motor vehicles.
- ◆ To operate upon any public roadway a vehicle which is equipped with a television set with the viewing screen that is visible to the driver while operating such vehicle.

## **5E-2 Aggressive Driving**

- ◆ Aggressive driving is driving behavior that is frightening or rude to other drivers.
- ◆ Examples of aggressive driving include, but are not limited to: tailgating, cutting off other drivers, running red lights and failing to yield to other vehicles.
- ◆ Avoid driving when angry or upset; treat other motorists as you expect to be treated.

## **5F Drowsy or Fatigue Driving is Dangerous Driving**

In order to be the best and safest driver, you must be well rested and alert. Driver fatigue and falling asleep behind the wheel are factors in many crashes resulting in death and injury.

Tips from the National Sleep Foundation to avoid being involved in a sleep or fatigued related crash are to:

- ◆ Get enough sleep before a trip. If you are drowsy, don't drive. Pull over to a safe area as soon as you can and take a short nap. As little as 10-20 minutes of sleep can make a big difference. Take a mid-afternoon break and avoid driving in the early morning and late at night.

- ◆ Know the signs of driving fatigue (falling asleep at stop signs, yawning, heavy eyelids, difficulty remembering the last few miles driven, missing road signs, unplanned lane changes, head nodding or driving off the road or hitting rumble strips).
- ◆ Talk to a passenger and change drivers, listen to talk radio, or listen to a talking book recording.
- ◆ What does not work in preventing drowsiness: rolling down a window, chewing gum or turning up the radio. Caffeine, energy drinks and other stimulants are not reliable for staying alert. Talking on a cell phone or texting should never be used to stay awake.

## 5G Defensive Driving

- ◆ Simply put, defensive driving means driving alertly to prevent crashes.

### 5G-1 Techniques

Develop the following defensive driving techniques:

- ◆ **Scan** ahead, to the sides and behind you. Learn to "read" the road. Look ahead. Take in the situation on the road at least 10-15 seconds ahead.
  - **Look to the sides.** At places where other cars, people or animals may cross your path, look to both sides and be sure that the way is clear.
  - **Don't rely on traffic lights.** Check traffic left and right before entering an intersection after a light change – someone may run the light.
  - **Look behind.** Check the traffic behind at least every 10 seconds, when changing lanes, backing up, slowing or driving down steep hills.
  - **Blind spot.** When changing lanes, glance over your shoulder to be sure no one is in the "blind spot." This is the area to the side of a vehicle which cannot be seen in mirrors.
- ◆ **Communicate.**
  - **Use turn signals** when changing lanes, turning at intersections, entering freeways, pulling away from curbs or pulling off roads. Signal intentions at least 100 feet before planning to change direction.
  - **Use headlights** any time you have difficulty seeing other vehicles. Use headlights whenever using windshield wipers.
  - **Sound a sharp blast on the horn** to alert another of an immediate danger of a collision.
  - **Quickly tap brakes several times** when slowing down to warn drivers behind you.
- ◆ **Isolate.** Keep a cushion of space from other vehicles to have time to react to emergencies and avoid collisions. Stay in the middle of the lane and make sure there is enough room ahead and behind to pass or stop safely.
  - Use the three-second rule to determine safe following distance. Here's how it works:
    - 1) Watch the vehicle ahead pass some fixed point, such as an overpass, sign, fence, corner or other marker.
    - 2) Count the seconds it takes to reach the same spot in the roadway.
    - 3) Reaching the mark before three seconds pass is following too closely.
    - 4) Slow down and increase following distance.



- **Note: The three-second rule is a minimum requirement and should be increased by one-second for each adversity factor encountered (rain, heavy traffic, etc.).**
- **Maintain space on both sides** of the vehicle. On two-way streets, it's equally important to leave room between oncoming traffic and parked cars.
- **Keep space behind** by keeping a steady speed and signaling in advance whenever slowing or stopping.

# SECTION 6

## Sharing The Road With Other Users

Always be aware of other roadway users and extend the courtesy to share the road safely and efficiently.

### 6A Motorcycles

#### 6A-1 Seeing and Understanding Motorcycles

- ◆ Motorcycles are vehicles with the same rights and privileges as any vehicle on the roadway.
- ◆ Allow the motorcyclist a full lane width. Although it may seem as though there is enough room in the traffic lane for an automobile and a motorcycle, remember the motorcycle needs the room to maneuver safely. Do not share the lane.
- ◆ Approximately one-third of all motorcycle crashes involve another motor vehicle. Nearly 40 percent were caused by the other vehicle turning left in front of the motorcyclist.
- ◆ Motorcycles are smaller and may be difficult to see. Motorcycles have a much smaller profile than other vehicles, which can make it more difficult to judge the speed and distance of an approaching motorcycle.
- ◆ Always signal your intentions before changing lanes or merging with traffic. This allows the motorcyclist to anticipate traffic flow and find a safe lane position.
- ◆ Remember that motorcyclists are often hidden in a vehicle's blind spot or missed in a quick look due to their smaller size. Always make a visual check for motorcycles by checking mirrors and blind spots before entering or leaving a lane of traffic and at intersections.
- ◆ Don't be fooled by a flashing turn signal on a motorcycle – motorcycle signals usually are not self-cancelling and riders sometimes forget to turn them off. Wait to be sure the motorcycle is going to turn before you proceed.
- ◆ Remember that road conditions which are minor annoyances to you pose major hazards to motorcyclists. Motorcyclists may change speed or adjust their position within a lane suddenly in reaction to road and traffic conditions such as potholes, gravel, wet or slippery surfaces, pavement seams, railroad crossings, and grooved pavement.
- ◆ Allow more following distance, three or four seconds, following a motorcycle so the motorcyclist has enough time to maneuver or stop in an emergency. In dry conditions motorcycles can stop more quickly than a car.

### 6B Bicyclists

Bicycles are a legitimate form of transportation. Per Nebraska Revised Statute 60-6,314, a person riding a bicycle has the same duties and rights as a driver of a motor vehicle; bicyclists must obey traffic laws.

- ◆ Bicyclists must ride as far right in a lane as is practical or on paved shoulders.
- ◆ Bicyclists may ride in the lane of travel where the lane is too narrow for a bicycle and vehicle to travel safely side by side within the lane.

- ◆ Bicyclists are not restricted to the right lane of traffic. A bicyclist may need to change lanes to make left turns or to continue through an intersection. They follow the same path any other vehicle would take traveling in the same direction.
- ◆ On one-way streets in urban areas, bicyclists may ride in the far left-hand lane.
- ◆ Remember that road conditions which are minor annoyances to you pose major hazards to people on bicycles. Bicyclists may adjust their position within a lane suddenly in reaction to road and traffic conditions such as potholes, gravel, wet or slippery surfaces, pavement seams, railroad crossings and grooved pavement.
- ◆ Motorists should merge with bicycle traffic when preparing for a right hand turn. Avoid turning directly across a path of bicycles traveling in the same direction. When turning left at an intersection, yield to oncoming bicyclists just as you would to oncoming motorists.
- ◆ Do not blast a vehicle's horn when approaching a bicyclist.
- ◆ Look for bicycles before opening car doors.
- ◆ The law requires that motorists overtaking a bicycle proceeding in the same direction must leave a safe distance of no less than three feet clearance, when applicable, when passing a bicycle and shall maintain such clearance until safely past the overtaken bicycle. If it is not safe to leave three feet of clearance, the driver should reduce speed and wait until it is safe to pass the bicyclist.
- ◆ Children on bicycles are often unpredictable in their actions. A common crash type for young cyclists is mid-block ride-outs entering a road from a driveway, alley, or curb without slowing, stopping or looking for traffic.
- ◆ Inexperienced bicyclists may be less predictable. Signs of an inexperienced bicyclist include riding against traffic or swerving. Take extra precautions when driving around or near bicyclists displaying these behaviors.
- ◆ Look both ways at intersections before turning. Bicyclists may be found riding on sidewalks or trails parallel to streets and roads.
- ◆ At intersections and roundabouts, right-of-way rules apply equally to bicyclists and motor vehicles.

## 6C Pedestrians

- ◆ Expect pedestrians anywhere at anytime and always yield to them.
- ◆ Be alert for pedestrians crossing in the middle of the street especially near schools, parks, and residential areas.
- ◆ Be alert for pedestrians who disregard or misjudge traffic signals and walk against the light.
- ◆ Yield to pedestrians when turning.
- ◆ Be especially alert where right or left turn on red lights are allowed.
- ◆ Come to a complete stop behind crosswalks (marked and unmarked) at stop signs or red lights.
- ◆ Do not pass a vehicle which has stopped for a pedestrian. The stopped vehicle may block the view of the pedestrian in the street.
- ◆ Always give the right-of-way to a blind or visually impaired person (who is using a white cane or service dog) by stopping and remaining stopped until the person is clear of the roadway.

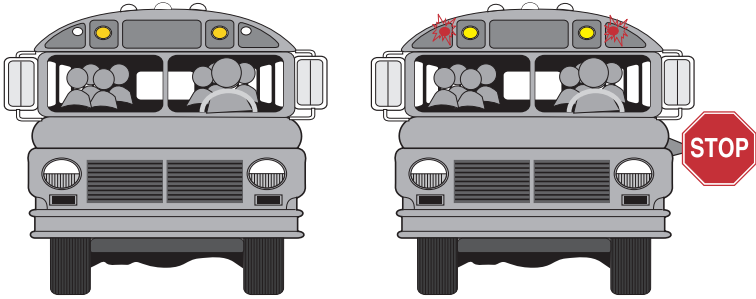
## 6D Snow and Ice Removal Operations

During and after winter storms, the process of snow and ice removal is almost continuous until the streets and highways are back to normal conditions. When approaching snow removal equipment, be aware of the following:

- ◆ Snow removal equipment may result in snow restricting visibility. Pass only if the roadway ahead can clearly be seen. Extreme caution should be used when passing.
- ◆ Snow removal equipment may leave ridges of snow making passing hazardous.
- ◆ Occasionally, the weight of the plowed snow may cause the snow removal equipment to skid.
- ◆ Maintain a safe following distance from snow removal equipment. Flying sand and chunks of ice and snow can damage vehicles.
- ◆ Maintain a following distance of 100 feet from snow removal equipment or other maintenance vehicles while working on roadways, except to pass.

## 6E School Buses

Always be alert for students on or near the roadway when a school bus is stopped.



### 6E-1 Overhead Amber Warning Lights

- ◆ When a school bus is about to stop and load or unload children, the bus driver activates amber warning lights.
- ◆ When meeting or overtaking a bus, slow to 25 MPH and prepare to stop.
- ◆ The amber warning lights will stay on until the bus door opens.

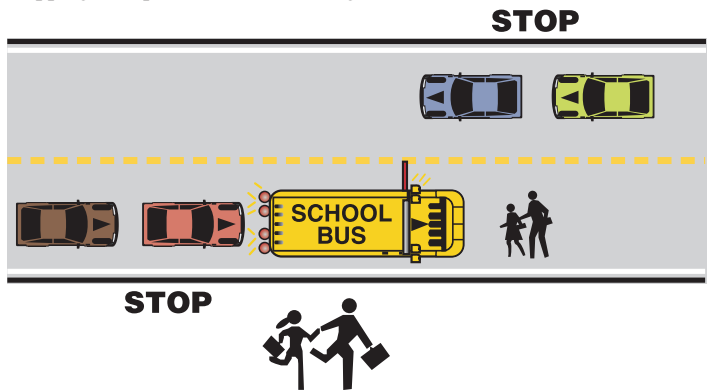
### 6E-2 Overhead Red STOP Lights/STOP Arm

- ◆ When the bus driver opens the bus door, the red stop lights and STOP arm activates.
- ◆ Stop and remain stopped until the bus driver retracts the stop arm and deactivates the red warning lights.
- ◆ Stop a reasonable distance from the bus.

### 6E-3 When You Must Stop

- ◆ Not stopping when approaching or overtaking a school bus which has stop lights on and the stop arm extended is unlawful. The only exception occurs when approaching a school bus in the opposite direction on a roadway divided by a median.

- ◆ Stopping is required in the following situation:



## 6F Large Trucks and Buses

### 6F-1 General Information

- ◆ A loaded truck with good tires and properly adjusted brakes, traveling at 55 MPH on a clear, dry roadway, requires a minimum of 340 feet to come to a complete stop.
- ◆ Do not abruptly enter the roadway in front of a large vehicle. If turning from the roadway, avoid changing lanes in front of a large vehicle.
- ◆ When traveling up or down steep grades, larger vehicles often drive slower and use the right lane. Avoid driving in the right lane when traveling up or down hills, as well as in the vicinity of truck weigh stations, where slow-moving trucks will be attempting to re-enter faster-moving traffic. By avoiding the right lane in these areas, you will reduce the possibility of rear-ending or being rear-ended by a large vehicle.
- ◆ Avoid driving near vehicles carrying hazardous materials. These vehicles will be clearly marked with the type of hazardous materials they are transporting, such as "Explosives", "Poison" or "Flammable" materials.
- ◆ Unlike the hydraulic brakes on automobiles, trucks and buses have air brakes. Air brakes do not operate instantly as do hydraulic brakes. Do not make sudden stops in front of large vehicles.
- ◆ On some highways, when approaching long hills with a steep grade, a sign "Slow Traffic Keep Right" will be associated with an additional right lane. This permits slower vehicles such as trucks, farm equipment, and recreational vehicles to move to the right lane thus allowing other traffic to pass on the grade.
- ◆ When navigating a roundabout, the raised paved truck apron along the edges of the circular roadway may be used for the rear wheels of large vehicles.

### 6F-2 No Zone

Don't hang out in the No-Zone. No-Zones are areas around trucks or buses where cars: 1) "disappear" into blind spots, or 2) are so close that they restrict the truck or bus driver's ability to stop or maneuver safely. Both types of No-Zones greatly increase the potential for a crash.

- ◆ **Backing up** – when a truck or bus is backing up, it sometimes must temporarily block the street to maneuver accurately. Never pass close behind a truck or bus that is preparing to back up or is in the process of backing up.

- ◆ **Passing** – another No-Zone is just in front of trucks or buses. One of the biggest mistakes made is to cut in too soon when passing. Don't pull in front of the truck or bus unless the entire front of the truck or bus can be seen in the rear view mirror.
- ◆ **Rear Blindspots** – trucks and buses have deep blindspots directly behind them. Do not tailgate. Being able to see the rearview mirrors of the truck or bus allows the driver of the larger vehicle to see vehicles behind or beside them.
- ◆ **Side Blindspots** – trucks and buses have much larger blindspots on both sides than cars do. Do not travel beside trucks or buses for great lengths of time.
- ◆ **Wide Turns** – because of a vehicle's size, truck and bus drivers sometime need to swing wide to manage their turns. When they do, they can't see cars directly behind or beside them. Give them plenty of room and never try to squeeze around them.

# SECTION 7

## If You're Involved in a Crash

### 7A General Information

- ◆ Stop vehicle at the scene of the crash or as close as possible.
- ◆ Assist the injured if aid is necessary or requested and notify emergency authorities.
- ◆ Use flares, reflectors, flashlights to alert traffic from all directions.
- ◆ Exchange information with the other drivers to include:
  - Name, address and telephone number.
  - License plate number.
  - Driver's license number.
  - Insurance information.
  - Make, model and year of vehicle.
- ◆ If you hit an unattended vehicle, contact the proper authorities and provide written information as outlined above where the owner can find it.
- ◆ Obtain the names and addresses of witnesses.
- ◆ Do not leave the scene of the crash until released by proper authorities.
- ◆ Complete a Driver's Motor Vehicle Crash Report and send it to the Department of Transportation within ten (10) days if any person is injured or killed, or damage to the property of any one person to an apparent extent that equals or exceeds \$1,500 for any vehicle or piece of property, unless the crash was investigated by a law enforcement officer. If the crash was investigated by a law enforcement officer, they will submit the report. The report must be submitted on NDOT Form 41, October 2020, which is available through state and local law enforcement authorities. The form can also be downloaded or submitted electronically at: <https://dot.nebraska.gov/safety/crash-reporting/>.
- ◆ Failure to report a crash as required, is unlawful and persons in violation shall be guilty of a Class II or III misdemeanor and may have their license or privilege to drive revoked.

# DRIVER LICENSING LOCATIONS

There are 10 permanent locations (covering nine counties) throughout the state that are open Monday-Friday. All of the remaining 84 counties' schedules are available upon request by contacting the Department of Motor Vehicles at 402-471-3861 or by reviewing the information on the Driver Licensing Service's website at: [www.dmv.nebraska.gov/locations](http://www.dmv.nebraska.gov/locations).

## **Bellevue:**

Metro South Driver Licensing Office 4502 Maass Rd, Bellevue, NE 68133  
Hours: Monday thru Friday – 8:00 a.m. - 4:00 p.m.

## **Grand Island:**

121 Pine Street, Grand Island, NE 68801  
Hours: Monday thru Friday – 8:00 a.m. - 4:30 p.m.

## **Hastings:**

Adams County Courthouse, 500 West 4th Street, Hastings, NE 68901  
Hours: Monday thru Friday – 8:30 a.m. - 5:00 p.m.

## **Kearney:**

Buffalo County Courthouse, 1512 Central Avenue, Kearney, NE 68847  
Hours: Monday thru Friday – 8:00 a.m. - 4:30 p.m.

## **Lexington:**

Dawson County Courthouse, 710 North Grant Street, Lexington, NE 68850  
Hours: Monday thru Friday – 8:00 a.m. - 12:30 p.m. and 1:00 p.m. - 4:30 p.m.

## **Lincoln:**

500 West O Street, Lincoln NE 68528  
Hours: Monday thru Friday – 7:30 a.m. - 4:00 p.m.

## **North Platte:**

111 West 3rd Street, North Platte, NE 69101  
Hours: Monday thru Friday – 8:00 a.m. - 4:30 p.m.

## **Omaha:**

Metro West Driver Licensing Office, 17007 Burt Street, Omaha, NE 68133  
Hours: Monday thru Friday – 8:00 a.m. - 4:00 p.m.

North Express Driver Licensing Office, 4606 North 56th Street, Suite 100, Omaha, NE 68154  
Hours: Monday thru Friday – 8:00 a.m. - 4:00 p.m.  
No written or drive tests given

## **Scottsbluff/Gering:**

1825 10th Street, Gering, NE 69341  
Hours: Monday thru Friday – 8:00 a.m. - 4:30 p.m. (MT)



## NUMERICAL LIST OF COUNTY INDEX NUMBERS

<i>No.</i>	<i>County</i>	<i>County Seat</i>	<i>No.</i>	<i>County</i>	<i>County Seat</i>
1	Douglas.....	Omaha	48	Red Willow .....	McCook
2	Lancaster.....	Lincoln	49	Howard .....	St. Paul
3	Gage.....	Beatrice	50	Franklin .....	Franklin
4	Custer.....	Broken Bow	51	Harlan.....	Alma
5	Dodge.....	Fremont	52	Kearney.....	Minden
6	Saunders.....	Wahoo	53	Stanton .....	Stanton
7	Madison.....	Madison	54	Pawnee.....	Pawnee City
8	Hall.....	Grand Island	55	Thurston .....	Pender
9	Buffalo.....	Kearney	56	Sherman .....	Loup City
10	Platte .....	Columbus	57	Johnson .....	Tecumseh
11	Otoe .....	Nebr. City	58	Nance.....	Fullerton
12	Knox .....	Center	59	Sarpy.....	Papillion
13	Cedar.....	Hartington	60	Frontier .....	Stockville
14	Adams .....	Hastings	61	Sheridan .....	Rushville
15	Lincoln.....	North Platte	62	Greeley .....	Greeley
16	Seward.....	Seward	63	Boyd .....	Butte
17	York .....	York	64	Morrill.....	Bridgeport
18	Dawson.....	Lexington	65	Box Butte.....	Alliance
19	Richardson.....	Falls City	66	Cherry .....	Valentine
20	Cass.....	Plattsmouth	67	Hitchcock.....	Trenton
21	Scotts Bluff .....	Gering	68	Keith.....	Ogallala
22	Saline.....	Wilber	69	Dawes .....	Chadron
23	Boone .....	Albion	70	Dakota.....	Dakota City
24	Cuming .....	West Point	71	Kimball .....	Kimball
25	Butler.....	David City	72	Chase .....	Imperial
26	Antelope .....	Neligh	73	Gosper.....	Elwood
27	Wayne .....	Wayne	74	Perkins .....	Grant
28	Hamilton .....	Aurora	75	Brown.....	Ainsworth
29	Washington .....	Blair	76	Dundy.....	Benkelman
30	Clay.....	Clay Center	77	Garden.....	Oshkosh
31	Burt.....	Tekamah	78	Deuel.....	Chappell
32	Thayer .....	Hebron	79	Hayes.....	Hayes Center
33	Jefferson .....	Fairbury	80	Sioux.....	Harrison
34	Fillmore.....	Geneva	81	Rock.....	Bassett
35	Dixon.....	Ponca	82	Keya Paha.....	Springview
36	Holt .....	O'Neill	83	Garfield.....	Burwell
37	Phelps.....	Holdrege	84	Wheeler.....	Bartlett
38	Furnas .....	Beaver City	85	Banner.....	Harrisburg
39	Cheyenne .....	Sidney	86	Blaine.....	Brewster
40	Pierce.....	Pierce	87	Logan .....	Stapleton
41	Polk .....	Osceola	88	Loup.....	Taylor
42	Nuckolls.....	Nelson	89	Thomas.....	Thefdord
43	Colfax .....	Schuyler	90	McPherson.....	Tryon
44	Nemaha.....	Auburn	91	Arthur .....	Arthur
45	Webster.....	Red Cloud	92	Grant .....	Hyannis
46	Merrick .....	Central City	93	Hooker .....	Mullen
47	Valley .....	Ord			



# Nebraska Driver's Practice Exam



The questions in the practice exam are different than those asked on the actual test. This practice exam should be used as an educational tool in conjunction with the Nebraska Driver's Manual, not as an alternative to studying the manual. Each question has only one correct answer\*. The number in parentheses at the end of each question indicates the page number in the driver's manual where the correct answer can be found.

True or False.

Mark the correct answer on the line provided.

1. \_\_\_\_ Being under the influence of alcohol or other drugs is a major contributing factor in Nebraska crashes resulting in death and/or serious injury. (p. 24)
2. \_\_\_\_ The risk of being in a crash begins to rise noticeably between .04% and .05% BAC, and increases rapidly thereafter. (p. 25)
3. \_\_\_\_ At .05% BAC a driver is at no risk of being involved in a crash. (p. 25)
4. \_\_\_\_ Nebraska law requires the driver and all front seat passengers to properly wear seat belts. (p. 26)
5. \_\_\_\_ Children up to age eight must ride correctly secured in a federally-approved child passenger restraint system. (p. 26)
6. \_\_\_\_ It is possible that when an air bag deploys, even in a low speed crash, it can pose some risk of injury to children age 12 and younger, elderly drivers and passengers, and short statured adults of 5 feet or less. (p. 25)
7. \_\_\_\_ Never use a rear facing infant safety seat in the front passenger seat of an airbag equipped vehicle. (p. 25)
8. \_\_\_\_ Motorists should merge with bicycle traffic when preparing for a right hand turn (p. 69)
9. \_\_\_\_ Motorcyclists should not constantly change positions within a lane. (p. 68)
10. \_\_\_\_ Physicians and/or pharmacists should be consulted regarding any prescription medication and its possible effects on driving. (p. 37)
11. \_\_\_\_ Children and infants in child safety seats should always be placed in the rear seat of vehicles equipped with a passenger side air bag. (p. 26)
12. \_\_\_\_ The "Blind Spot" is the area directly in front of your vehicle. (p. 66)
13. \_\_\_\_ On two way streets, it's equally important to leave room between oncoming traffic and parked cars. (p. 67)
14. \_\_\_\_ Turning right at a red light after stopping is allowed, unless signs prohibiting it are posted at the intersection. (p. 32)
15. \_\_\_\_ The correct hand signal for a left turn is left arm out and fully extended. (p. 54)
16. \_\_\_\_ Flagpersons have the authority to stop traffic. (p. 43)
17. \_\_\_\_ Headlights must be used from sunset to sunrise. (p. 61)
18. \_\_\_\_ At a four way stop, common courtesy is that the driver who stops first should be permitted to go first. (p. 49)
19. \_\_\_\_ You may pass if a solid yellow line is on your side of the middle of a two-lane highway. (p. 44)
20. \_\_\_\_ Making a left turn or avoiding an obstruction are the only lawful crossings allowed over double yellow lines (p. 44)
21. \_\_\_\_ Pedestrians have the right of way when in crosswalks even if the driver has the green light. (p. 52)
22. \_\_\_\_ If you park facing uphill where there is a curb, you should set the parking brake and turn the wheels away from the curb. (p. 57)
23. \_\_\_\_ White lines separate lanes of traffic going in the same direction. (p. 45)
24. \_\_\_\_ It is unlawful to exceed the posted speed limit when passing. (p. 53)
25. \_\_\_\_ The State has established different Blood Alcohol Concentration legal limits, based on a driver's age and type of vehicle he/she is driving. (p. 24)

Multiple Choice.

Circle the letter that best answers the question.

26. The minimum speed allowed for driving on the interstate is: (p. 60)
  - a) 30 mph
  - b) 40 mph
  - c) 55 mph
  - d) none of these

Continue on next page.

27. Signal your turn at least \_\_\_ feet before planning to change direction. (p. 54)
  - a) 50
  - b) 100
  - c) 300
  - d) 400
  
28. You should allow \_\_\_ seconds between your vehicle and the car in front of you. (p. 66)
  - a) one second
  - b) three seconds
  - c) five seconds
  - d) seven seconds
  
29. Orange signs indicate which of the following: (p. 34)
  - a) construction
  - b) recreation area
  - c) upcoming hazard
  - d) rest area
  
30. A triangle shaped road sign requires that the driver: (p. 35)
  - a) stop
  - b) speed up
  - c) yield
  - d) make a left turn
  
31. When you hear a siren or see the flashing lights of an emergency vehicle you must: (p. 51)
  - a) pull over to the curb
  - b) pull into an intersection
  - c) stop
  - d) a and c
  
32. The speed limit in residential areas is: (p. 52)
  - a) 15 mph
  - b) 35 mph
  - c) 20 mph
  - d) 25 mph
  
33. You may not park within \_\_\_ feet of a fire hydrant. (p. 57)
  - a) 5 feet
  - b) 10 feet
  - c) 15 feet
  - d) none of these
  
34. When approaching railroad tracks, one should stop for which of the following situations (p. 58):
  - a) a signal indicating a train is coming
  - b) a crossing gate is lowered
  - c) the train is visible or a train whistle is heard
  - d) all of these
  
35. When driving on the interstate, slower traffic should keep to the: (p. 60)
  - a) right
  - b) left
  - c) either
  
36. When driving in fog, one should use: (p. 62)
  - a. high beams
  - b. low beams
  - c) no lights
  - d) none of these
  
37. The only exception for passing a school bus with its stop lights on and stop arm extended is (p. 70)
  - a. when traveling on a street with broken yellow lines
  - b. when traveling at night
  - c. when traveling in the opposite direction of a school bus on a roadway divided by a median
  - d. none of these
  
38. Drivers of air bag-equipped vehicles should allow at least \_\_\_ inches of space between themselves and the steering wheel: (p. 26)
  - a) 6-7
  - b) 8-9
  - c) 10-12
  - d) none of these
  
39. If the wheels of your vehicle fall off the edge of the roadway or pavement you should (p. 63):
  - a) turn back onto the roadway immediately
  - b) reduce speed
  - c) turn back onto the roadway when it is safe
  - d) b and c

### Answer Key

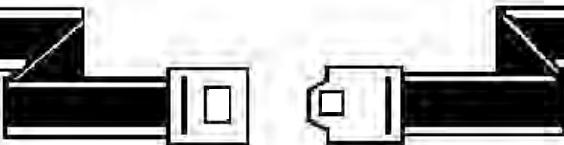
- |       |       |       |
|-------|-------|-------|
| 1. T  | 2. T  | 3. F  |
| 4. T  | 5. T  | 6. T  |
| 7. T  | 8. T  | 9. F  |
| 10. T | 11. T | 12. F |
| 13. T | 14. T | 15. T |
| 16. T | 17. T | 18. T |
| 19. F | 20. T | 21. T |
| 22. T | 23. T | 24. T |
| 25. T | 26. B | 27. B |
| 28. B | 29. A | 30. C |
| 31. D | 32. D | 33. C |
| 34. D | 35. A | 36. B |
| 37. C | 38. C | 39. D |

\*Regulations dealing with traffic laws, driver licensing & registration are subject to change.

The Driver's Practice Exam is provided by **AAA Nebraska** and the **Cornhusker Motor Club Foundation** with the cooperation of the Nebraska Department of Motor Vehicles.

# 2020 NEBRASKA Seat Belt Facts

- ✓ In Nebraska, 233 people died and 14,100 were injured in traffic crashes in 2020.
- ✓ In Nebraska, one collision occurs every 18 minutes.
- ✓ Thirty-nine persons were injured each day in motor vehicle crashes and one person was killed every 38 hours.
- ✓ Of the 233 traffic fatalities, 171 (73%) **were** occupants of passenger vehicles.
- ✓ Of the 171 traffic occupant fatalities, 60 (35%) were rollovers.
- ✓ Of the 171 traffic fatalities, only 38 (22%) **were** wearing seat belts; 133 (78%) were **not** wearing seat belts.
- ✓ Of the 133 (78%) **not** wearing seat belts, 50 (38%) **were** thrown from the vehicle.
- ✓ Motor vehicle crashes cost Nebraska over \$846,981,800 in 2020 utilizing the 2015 National Safety Council calculable costs of motor vehicle crashes.
- ✓ Motor vehicle crashes are the leading cause of death among those ages 5-24.
- ✓ The observed seat belt use rate in 2020 for drivers and passengers was 80.6%.
- ✓ Seat belts - **when used** - reduce the risk of fatal injury to front-seat passenger car occupants by 45% and light truck occupants by 60%.



NEBRASKA DEPARTMENT OF TRANSPORTATION  
HIGHWAY SAFETY OFFICE

PO Box 94612, Lincoln, NE 68509

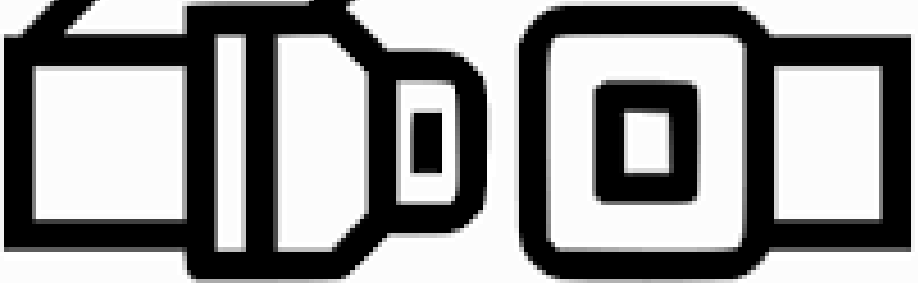
<http://dot.nebraska.gov/safety/hso/>

Revised 5/27/2021

## 2020 Nebraska Teen Driver Facts

Teen drivers, ages 19 & younger represent 5.2% of all licensed drivers in Nebraska; includes all Learner's Permits (LPD), School Permits (SCP), and Provisional Operator's

In 2020, 78% of the 18 teen traffic fatalities (drivers and passengers, ages 13 -19) were NOT wearing seat belts.



### TEEN DRIVERS (Ages 19 & Younger) WERE INVOLVED IN:

- 14% of all reported crashes
- 25% of crashes between 9 p.m. and midnight
- 14% of crashes between midnight and 3 a.m.
- 31% of crashes using a cell phone
- 22% of "speed related" crashes
- 19% of "failure to yield" crashes
- 28% of all single-vehicle rollover crashes
- 19% of crashes due to "road conditions" (snow, ice, water)
- 26% of rear-end type collisions
- 11% of alcohol-involved crashes

NEBRASKA DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY OFFICE  
PO Box 94612, Lincoln, NE 68509  
<http://dot.nebraska.gov/safety/hso/>

Revised 5/27/2021

PREPARED BY  
STATE OF NEBRASKA  
DEPARTMENT OF MOTOR VEHICLES  
301 CENTENNIAL MALL SOUTH  
LINCOLN, NE 68509

Driver and Vehicle Records.....402-471-3918  
P.O. Box 94789

Driver Licensing Services .....402-471-3861  
P.O. Box 94726

Financial Responsibility (Suspensions/Revocations) .....402-471-3985  
P.O. Box 94877

Motor Carrier Services .....402-471-4435  
P.O. Box 94729

**EMERGENCY HIGHWAY HELP LINE**  
**Report Every Drunk Driver Immediately**  
**1-800-525-5555 or**  
**\*55 on your mobile phone**  
**511 for Road Conditions**

**AMBER ALERT/ENDANGERED MISSING ADVISORY**

The AMBER Alert/EMA program is a voluntary partnership between law enforcement agencies, broadcasters, and other entities to activate urgent bulletins in the event of a serious child abduction or an endangered missing individual.

Broadcasters use the Emergency Alert System (EAS) to air a description of the abducted child and the suspected abductor (when available) and the suspect vehicle. The Nebraska Lottery sends instant messages to all lottery retailers. The Nebraska Department of Transportation posts the information on electronic overhead billboards. The information is also posted on the Nebraska State Patrol website at [www.statepatrol.nebraska.gov/amberalert/](http://www.statepatrol.nebraska.gov/amberalert/).

The goal of the AMBER Alert is to instantly galvanize the entire community to assist in the search for a safe return of the child.

The information herein is not intended to be an official legal reference to Nebraska traffic laws. If you have a court case or other reason to know the actual language of law, it will be necessary for you to refer to the actual statutes rather than this manual.

This publication is available in an audio version on the DMV website at: [www.dmv.nebraska.gov/manuals](http://www.dmv.nebraska.gov/manuals).

The internet address for the Nebraska Department of Motor Vehicles homepage is [www.dmv.nebraska.gov](http://www.dmv.nebraska.gov).

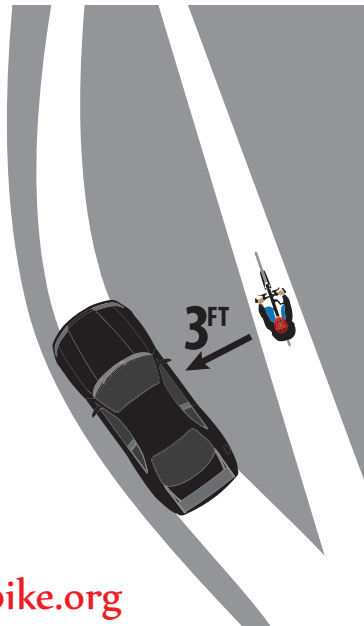
# MOTORISTS must give 3 feet

WHEN PASSING A BICYCLIST

IT'S THE  
LAW



[www.nebike.org](http://www.nebike.org)



## NEBRASKA LAW REQUIRES DRIVERS TO MOVE OVER FOR SAFETY

With passage of the *Move Over Law*, drivers are required to move over a lane when approaching stopped emergency or roadside assistance vehicles on controlled access highways. After determining it's safe, you must *move over* to create a clear lane of traffic as you approach the following vehicles with flashing lights:

- Tow service vehicles
- Fire fighting vehicles
- Motorist assist units
- Emergency medical service vehicles
- Law enforcement vehicles
- Public/private utility maintenance vehicles
- Highway maintenance vehicles
- Solid waste or recycling collection vehicles

If you are unable to move due to road or weather conditions, or traffic congestion, slow down and maintain a safe speed while passing.

### PENALTIES FOR VIOLATING THE LAW:

For a first offense, drivers can be fined up to \$100. Subsequent offenses can result in fines of up to \$500 and/or up to seven days in jail.

Sample questions used on the Nebraska Driver exam.

1	<a href="#">4000</a>	7	English	O-General Info	Drivers who use hand held cell phones are 4 times more likely to get into a crash serious enough to injure themselves.
	<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	
	<u>ID</u>				
	1	True	<input type="checkbox"/>	A_ENG_4000_1.mp3	
	2	False	<input type="checkbox"/>	A_ENG_4000_2.mp3	
<b>Domain</b>					
1	<a href="#">4001</a>	7	English	O-General Info	Using a hands free cell phone while driving is not distracting.
	<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	
	<u>ID</u>				
	1	True	<input type="checkbox"/>	A_ENG_4001_1.mp3	
	2	False	<input type="checkbox"/>	A_ENG_4001_2.mp3	
2	<a href="#">4001</a>	7	Spanish	O-General Info	Usar un aparato manos libres para un teléfono celular mientras se
1	<a href="#">4002</a>	4	English	O-General Info	Events or things that prevent you from operating your car safely are
	<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	
	<u>ID</u>				
	1	Accidents	<input type="checkbox"/>	A_ENG_4002_1.mp3	
	2	Interruptions	<input type="checkbox"/>	A_ENG_4002_2.mp3	
	3	Distractions	<input type="checkbox"/>	A_ENG_4002_3.mp3	
			<input type="checkbox"/>	A_ENG_4002_4.mp3	
1	<a href="#">4003</a>	5	English	O-General Info	Text messaging while driving increases a driver's crash risk by ____ times?
	<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	
	<u>ID</u>				
	1	13	<input type="checkbox"/>	A_ENG_4003_1.mp3	
	2	23	<input type="checkbox"/>	A_ENG_4003_2.mp3	
	3	33	<input type="checkbox"/>	A_ENG_4003_3.mp3	
	4	43	<input type="checkbox"/>	A_ENG_4003_4.mp3	
1	<a href="#">4004</a>	5	English	O-General Info	An example of a distraction while driving could be
	<u>Answer</u>	<u>Answer</u>	<u>Audio Filename</u>	<u>Video Filename</u>	
	<u>ID</u>				
	1	Eating	<input type="checkbox"/>	A_ENG_4004_1.mp3	
	2	Applying makeup	<input type="checkbox"/>	A_ENG_4004_2.mp3	
	3	Reading	<input type="checkbox"/>	A_ENG_4004_3.mp3	
	4	All of the above	<input type="checkbox"/>	A_ENG_4004_4.mp3	



**Bipartisan Infrastructure Law BIL Sec. 405c  
INTERIM PROGRESS REPORTING (FY 2025)**

**State: Nebraska Report Date: 04/15/2024 Submitted by: Charles Lucas**

<b>System to be Impacted</b> (pick one primary area)	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY
<b>Performance Area(s) to be Impacted</b> (pick one primary area)	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b> In the TraCS System compared the Date/Time of Crash on a form created versus the Date/Time the crash was first uploaded to NDOT's System.
<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 FY24 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 FY23 Choose an item.  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>	<b>Narrative of the Improvement(s)</b> TraCS Accounts for roughly two thirds of crash reports in the state of Nebraska (61.2% from April 1, 2022 - March 31, 2023 and 66.9% from April 1, 2023 - March 31, 2024). From April 1, 2022 - March 31, 2023, the average time from date of crash to being received by NDOT from TraCS was 6.57 days. From April 1, 2023 - March 31, 2024, the average date of crash to being received by NDOT from TraCS was 5.33 days. This is an improvement of 18.8%.
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b> We count a crash in the timeframe when it was first submitted, and subtract when it was created in order to get the value for that crash.
<b>Date and Baseline Value for the Measure</b> (A contiguous, 12-month performance period starting no earlier than April 1, 2021, e.g., April 1, 2022 – March 31, 2023)	April 1, 2022 – March 31, 2023  Is supporting documentation attached? Yes
<b>Date and Current Value for the Measure</b> (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2022, e.g., April 1, 2023- March 31, 2024)	April 1, 2023 – March 31, 2024  Is supporting documentation attached? Yes
<b>Regional Program Manager Conclusion and Comments</b> <b>Review Date: 5/30/2024</b>	Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.
<b>RA Comments – Susan DeCourcy</b> <b>Review Date: 7/8/2024</b>	After review of the Nebraska IPR and the supporting documentation, I concur that the project appears to demonstrate progress.

Year	Month	Submission (day)	Timeliness (day)	Effort (min)	Timeliness Count	Effort Count
2022	1	1.062422	8.05479		1630	
2022	2	0.941815	7.584055		1506	
2022	3	1.059807	7.996098		1803	
2022	4	1.16	7.214965		1619	
2022	5	1.138202	5.268501		1922	
2022	6	1.253739	6.247146		1805	
2022	7	1.412463	7.166642		1745	
2022	8	1.191278	7.388436		1825	
2022	9	1.232198	6.681977		2006	
2022	10	1.31375	5.988991		2015	
2022	11	1.226894	4.866106		2036	
2022	12	1.383175	5.370563		2227	
2023	1	1.209445	5.377648		2022	
2023	2	1.142489	5.104862		1782	
2023	3	1.138847	6.602764		1694	
2023	4	1.144315	5.330634		1702	
2023	5	1.179696	5.819641		2005	
2023	6	1.314295	5.842674		1937	
2023	7	1.300894	4.994009		1770	
2023	8	1.172342	5.095883		1982	
2023	9	1.176934	5.460131		1964	
2023	10	1.365444	5.129253	247	2128	1983
2023	11	1.26707	4.631517	279	2204	2371
2023	12	1.381095	4.804432	253	1873	1990
2024	1	1.249568	4.942185	293	2414	2636
2024	2	1.328369	4.313803	222	1486	1666
2024	3	1.070828	3.470043	252	1706	1900
2024	4	1.149667	2.872232	332	902	989

Yearly Count

Sum for April 1, 2022 – March 31, 2023	22698	137567.921
Sum for April, 1, 2023-March 31, 2024	23171	116103.766

Yearly Count		Yearly Total Days	Average Timeliness	Percentage Improvement
	13129.3077			
	11421.58683			
	14416.96469			
	11681.02834			
	10126.05892			
	11276.09853			
	12505.79029			
	13483.8957			
	13404.04586			
	12067.81687			
	9907.391816			
22139	11960.2438	145380.2293	6.566702622	
	10873.60426			
	9096.864084			
	11185.08222			
	9072.739068			
	11668.38021			
	11317.25954			
	8839.39593			
	10100.04011			
	10723.69728			
	10915.05038			
	10207.86347			
23063	8998.701136	122998.6777	5.333160373	0.187848045
	11930.43459			
	6410.311258			
	5919.893358			
6508	2590.753264	26851.39247	4.125905419	

6.060794814	
5.010736107	0.173254291