

NEBRASKA
(NDOT-Highway Safety Office)
ANNUAL REPORT
2017 HIGHWAY SAFETY PLAN



NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2017 HIGHWAY SAFETY PLAN

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Pete Ricketts
Governor
State of Nebraska

Kyle Schneweis
P.E., Director
Nebraska Department of Transportation
Governor's Highway Safety Representative

Fred E Zwonechek
Nebraska Highway Safety Administrator

NDOT - Highway Safety Office
P.O. Box 94612
5001 South 14th
Lincoln, Nebraska 68509
402/471-2515
Fax: 402/471-3865
<http://dot.nebraska.gov/safety/hso/>

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Executive Summary

INTRODUCTION

The Nebraska Department of Transportation - Highway Safety Office (HSO), formerly known as the Nebraska Office of Highway Safety, was established in 1967 to coordinate, develop, and implement Nebraska's annual National Highway Traffic Safety Administration (NHTSA) funded highway safety plan (HSP) in accordance with the Federal Highway Safety Act. Under the Act, the Governor designates the Governor's Highway Safety Representative whose responsibility is to oversee the state's annual federal highway safety allocation to reduce traffic-related injuries and fatalities.

During Fiscal Year FY2017, a total of \$5,749,338.54 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, 405e, and 1906 for a total of 618 grants. Sixty percent of the funds were awarded to or for the local benefit of cities, counties, municipal government agencies, and non-profit organizations. The remainder was awarded to state agencies for traffic safety projects.

The purpose of the annual HSP (Nebraska Performance-Based Strategic Traffic Safety Plan) is to identify and prioritize Nebraska's traffic safety problems that are contributing to traffic-related injuries and fatalities. The Plan establishes those priority problems and identifies the best opportunities to reduce traffic-related injuries and fatalities. The Plan also includes those system support activities that are necessary to carry out those direct impact projects.

MISSION STATEMENT

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

The NHTSA and the Governor's Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organization, and other key groups assisted in developing the measures. The minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems.

Nebraska is required to report progress on each of the Fatal Analysis Reporting System (FARS) 15 core and behavior measures. In addition to the required initial minimum set of performance measures, Nebraska has defined and developed an additional 8 outcome performance measures using state crash data to better monitor traffic safety outcomes, behaviors, and activities.

ADDITIONAL OUTCOME PERFORMANCE MEASURES

Utilizing state crash data for fatal and injury (*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use; 4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area ("all other factors") is utilized to address other issues when appropriate. Along with these two other additional

performance measures were added, distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (* A = Disabling Injury; ^ B = Visible, but not disabling injury)

A total of twenty-two counties have been identified as priority counties. These counties are given priority consideration for grant awards and project activity. Remaining counties are considered eligible for special programs and assistance.

Measurable targets and objectives are determined using at least five years of historical data. The annual targets are selected based upon expected trends.

Individual grants are awarded based upon the quality of problem identification and the outcome performance expected while implementing strategies and activities.

STATE CRASH DATA SUMMARY

While 2017 state crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2010-2014 crash data with 2016 because initial program activity begins in 2016. The 2015 and 2016 crash data was projected at the time of the FY2017 HSP submission and have been revised in this report with actual 2015 and 2016 numbers.

In comparing the 2010–2014 calendar base year average with 2016, the following areas of alcohol-impaired and speed-related, showed a decrease of 2.56 percent and 26.9 percent respectively. While fatal, A and B injury crashes, youth-involved, and “all other factors” (minus alcohol and speed) crashes showed an increase of 7.94 percent, 5.2 percent, and 12.4 percent respectively. While the occupant restraint use increased by 6.30 percentage points to 85.9 percent in 2017 from the 2015 use rate of 79.6%.



In the FY2017 HSP, a more aggressive approach of target setting was taken in several areas, including the overall target.

- Fatal, A and B injury crashes increased by 7.94 percent from the 2010-2014 calendar base year average of 4,860 to 5,297 in 2016. (The 2017 results for the target of 4,371 is yet to be determined).
- Alcohol-Impaired fatal, A and B injury crashes decreased by 2.56 percent from the 2010-2014 calendar base year average of 594 to 579 in 2016. (The 2017 results for the target of 543 is yet to be determined).
- Observed occupant restraint use and child restraint use survey results in 2017:
 - The 2017 seat belt survey on observed drivers and front seat passenger’s safety belt usage rate increased by 2.6 percentage points from 83.3 percent in 2016 to 85.9 percent in 2017. (The 2017 seat belt target of 81.1 percent was reached).
 - The child restraint use for children under age six decreased by 1.4 percentage points from 98.4 percent in 2016 to 97.0 percent in 2017.
- Speed-Related fatal, A and B injury crashes decreased by 26.9 percent, from the 2010-2014 calendar base year average of 358 to 282 in 2016. (The 2017 results for the target of 281 is yet to be determined).
- Youth-Involved (age 16 to 20) fatal, A and B injury crashes increased by 5.2 percent, from the 2010-2014 calendar base year average of 1,388 to 1,464 in 2016. (The 2017 results for the target of 1,071 is yet to be determined).
- “All Other Factors” (minus alcohol and speed) fatal, A and B injury crashes increased by 12.4 percent, from the 2010-2014 calendar base year average of 3,867 to 4,418 in 2016. (The 2017 results for the target of 3,499 is yet to be determined).

- Distracted Driver fatal, A and B injury crashes increased by 23.2 percent from the 2010-2014 calendar base year average of 753 to 982 in 2016. (The 2017 results for the target of 740 is yet to be determined).
- Nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes decreased by 3.6 percent from the 2010-2014 calendar base year average of 52 to 50 in 2016. (The 2017 results for the target of 46 is yet to be determined).
- The total number of fatal crashes increased by 5.88 percent from the 2010-2014 calendar base year average of 183 to 194 in 2016.
- The total number of reported injury crashes increased by 8.9 percent from the 2010-2014 calendar base average of 11,170 to 12,262 in 2016.
- The number of persons injured also increased by 10.2 percent from the 2010-2014 calendar base average of 16,129 to 17,962 in 2016.
- Traffic fatalities decreased by 11.4 percent (246 in 2015 to 218 in 2016) and the traffic fatality rate also decreased from 1.22 in 2015 to 1.05 in 2016 per 100 million vehicle miles traveled.

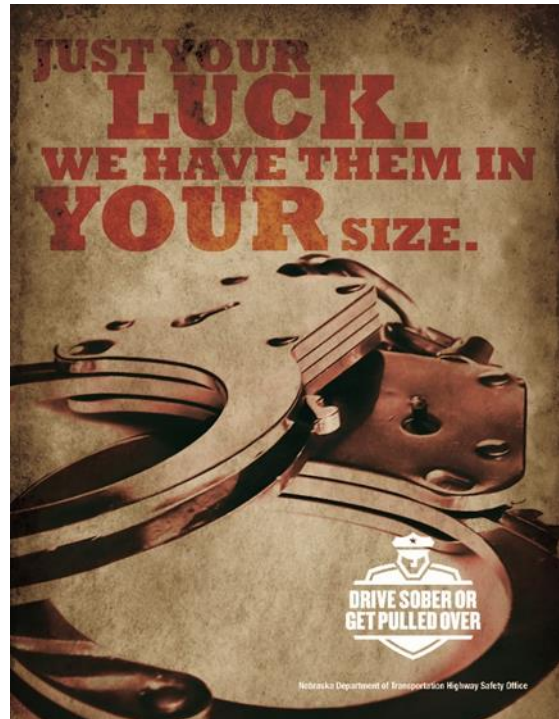


NEBRASKA PRIORITY COUNTIES FOR FISCAL YEAR 2017

		NEBRASKA PRIORITY COUNTIES FOR FY2017 COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES								
Congressional District	County	2014 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2014 Population**	
Three	Adams	53	21.85	3.71	3.30	7.01	14.84	61.0%	31,457	
Three	Buffalo	125	20.97	2.35	0.50	5.37	18.12	73.0%	48,224	
One	Cass	55	13.32	2.91	1.70	2.66	8.72	64.9%	25,524	
Three	Custer	28	16.44	3.52	1.76	2.94	11.16	51.7%	10,728	
Three	Dakota	35	17.82	1.02	1.02	4.58	15.78	65.4%	20,850	
Three	Dawson	55	12.52	2.73	1.59	2.50	8.20	77.9%	24,096	
One	Dodge	96	27.06	3.38	1.97	8.46	21.70	75.7%	36,744	
Two	Douglas	1,276	30.14	3.71	1.04	7.72	25.39	72.4%	543,244	
Three	Gage	48	20.80	3.47	0.87	5.20	16.47	69.5%	21,663	
Three	Hall	141	22.03	2.81	1.25	4.84	17.97	71.6%	61,492	
Three	Hamilton	28	9.35	0.67	2.34	3.01	6.35	56.1%	9,135	
One	Lancaster	1,014	43.00	4.41	1.95	12.43	36.64	86.1%	301,795	
Three	Lincoln	143	23.49	3.61	2.96	5.59	16.92	65.8%	35,815	
One	Madison	100	33.14	3.98	2.65	12.59	26.51	72.7%	35,174	
One	Otoe	30	12.34	2.88	2.06	1.65	7.40	50.0%	15,797	
One	Platte	70	23.02	2.30	2.96	5.59	17.76	69.5%	32,666	
One/Two	Sarpy	289	23.59	2.61	0.98	8.41	20.00	88.4%	172,193	
One	Saunders	46	19.75	2.15	4.29	7.30	13.31	66.0%	20,919	
Three	Scotts Bluff	67	22.31	3.33	1.33	5.66	17.65	67.9%	36,465	
One	Seward	50	13.01	0.52	1.04	3.12	11.45	74.1%	17,150	
One	Washington	46	22.93	3.99	2.49	8.97	16.45	68.5%	20,258	
Three	York	45	12.83	0.29	1.14	3.14	11.40	75.5%	13,917	
22 County Population										1,535,306
Statewide		4,648	23.48	2.91	1.71	6.29	18.84	73.7%	1,882,980	
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage										
Data taken from 2014 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County										
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2014 Annual Vehicles Miles - NDOR.										
*Occ/Prot Percentage are taken from the 2014 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6										
**U.S. Census Bureau Population Estimate as of July 1, 2015 Revised 6/10/2016										
**Population information is used to document the percentage of state's population represented.										
Nebraska 2014 data is the most current data for the FY2017 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE										

FISCAL YEAR 2017 HIGHLIGHTS

- A total of 263 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 25,086 additional hours, 2,503 seat belt citations, 1,368 impaired driving arrests, 19,375 speeding citations and issuing 41,002 total citations.
- Mini-grant contracts were awarded to 139 law enforcement agencies to purchase traffic safety equipment, 67 radars, 81 in-car cameras, 136 preliminary breath testers and 10 evidentiary breath testing units in support of enforcement.
- The 67 radar units awarded resulted in a total of 2,282 speeding citations and 4,063 speeding warnings being issued.
- The 136 preliminary breath testing units resulted in 1,850 preliminary breath tests.
- The 81 in-car cameras awarded were used to record 4,771 traffic stops.
- The 10 evidentiary breath testing units awarded resulted in 331 evidentiary breath tests being conducted.
- Twelve inspection stations were provided funding to purchase 553 child safety seats for qualifying low income families.
- Six Child Passenger Safety trainings were held in five different locations, training 78 new technicians and utilizing nineteen instructors.
- Nineteen sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities.
- There were 113 mini-grants awarded for training, surveys, and public information and education activities.
- A total of 113,200 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 34,812 highway safety public information and educational material items were distributed.
- The Nebraska DUI conviction rate increased by 2.3 percentage points from 87.9% in 2014 to 90.2% in 2016.



SAVING LIVES EVERY DAY



RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

Fatality Data – National Center for Statistics and Analysis – (NCSA)

Fatality Analysis Reporting Systems (FARS)

Core Outcome Measures		2010	2011	2012	2013	2014	2015	2016
C-1) Traffic Fatalities	Total	190	181	212	211	225	246	218
	Rural	159	138	161	170	177	173	166
	Urban	31	43	51	41	48	73	52
	Unknown	0	0	0	0	0	0	0
C-2) Serious Injuries (State Data)	Total	1,750	1,768	1,661	1,536	1,620	1,520	1,588
C-3) Fatalities Per 100 Million Vehicle Miles Driven**	Total	0.98	0.95	1.10	1.09	1.15	1.22	1.05
	Rural	1.43	1.25	1.44	1.51	1.55	1.52	1.43
	Urban	0.37	0.54	0.63	0.51	0.59	0.84	0.60
C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	148	141	161	169	183	186	168
	Restrained	46	43	43	44	57	47	61
	Unrestrained	79	79	102	105	95	118	86
	Unknown	23	19	16	20	31	21	21
C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)**		50	45	73	60	60	65	62
C-6) Speed-Related Fatalities		36	33	44	39	49	37	36
C-7) Motorcyclist Fatalities	Total	14	23	22	14	20	25	20
	Helmeted	13	21	20	12	18	18	9
C-8) Unhelmeted Motorcyclist Fatalities	Unhelmeted	0	2	1	1	1	4	3
	Unknown	1	0	1	1	1	3	8
Drivers Involved in Fatal Crashes	Total	249	257	284	275	305	328	302
	Aged Under 15	3	0	2	0	2	0	0
	Aged 15-20	33	27	36	39	32	39	26
C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes	Aged Under 21	36	27	38	39	34	39	26
	Aged 21 and Over	213	228	245	233	270	287	275
	Unknown Age	0	2	1	3	1	2	8
C-10) Pedestrian Fatalities		8	7	15	12	9	19	12
C-11) Bicyclist and Other Cyclist Fatalities		2	2	0	0	2	4	1
Core Outcome Measure		2010	2011	2012	2013	2014	2015	2016
B-1) Statewide Observed Seat Belt Use for Passenger Vehicles Front Seat Outboard Occupants (Health Education Inc.)***		84%	84%	79%	79%	79%	80%	83%
Activity Measure		2010	2011	2012	2013	2014	2015	2016
A-1) Safety Belt Citations Grant Funded		3,622	4,051	4,213	3,178	2,790	1,914	1,837
A-2) Impaired Driving Arrests Grant Funded		2,807	2,205	2,293	2,611	1,301	775	1,183
A-3) Speeding Citations Grant Funded		18,395	29,777	30,968	19,097	17,415	15,513	22,788

* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811025)

**2016 State Vehicle Miles Traveled (VMT) State Data

***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash

****Nebraska Data State Survey

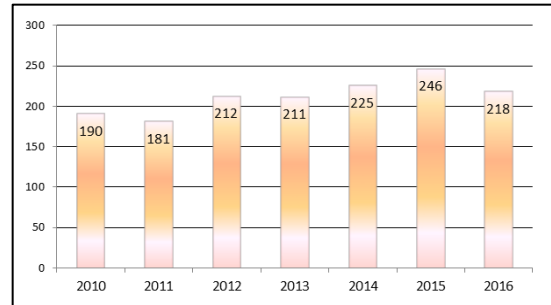
Note: The 2015 Nebraska crash data in the targets were projected at the time of the *Nebraska Performance-Based Strategic Traffic Safety Plan* submission. The result of the targets reflects actual 2016 crash data. Nebraska traffic crash data for 2017 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS)

Target: To limit increasing traffic fatalities by 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.

Result: Traffic fatalities increased 6.5 percent from the 2010-2014 calendar base year average of 204 to 218 in 2016.

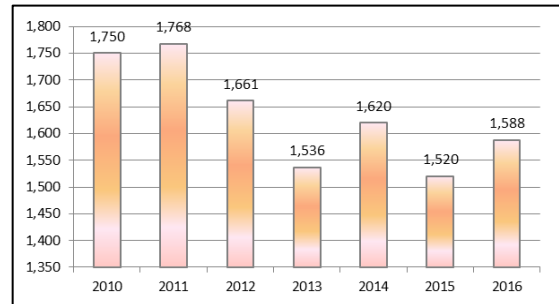
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



C-2) SERIOUS TRAFFIC INJURIES (STATE CRASH DATA)

Target: To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.

Result: Serious injuries decreased by 5.0 percent from the 2010-2014 calendar base year average of 1,667 to 1,588 in 2016.

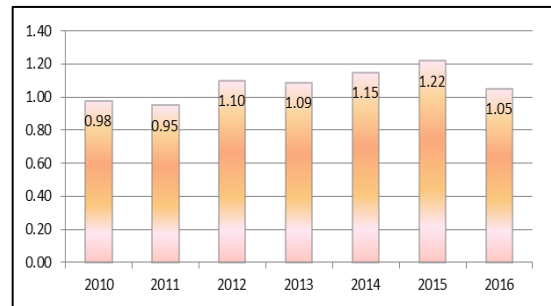


C-3) FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT) (FARS/STATE CRASH DATA)

Target: To limit increasing traffic fatalities per 100 million vehicle miles (VMT) to 1.9 percent from 1.05 (2010-2014 moving average) to 1.07 by December 31, 2017.

Result: Fatalities/VMT held steady at 0 percent increase from the 2010-2014 calendar base year average of 1.05 to 1.05 in 2016.

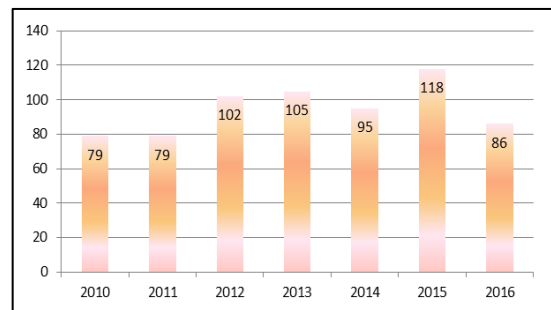
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



C-4) UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (ALL SEAT POSITIONS) (FARS)

Target: To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions decreased by 7.0 percent from the 2010-2014 calendar base year average of 92 to 86 in 2016.

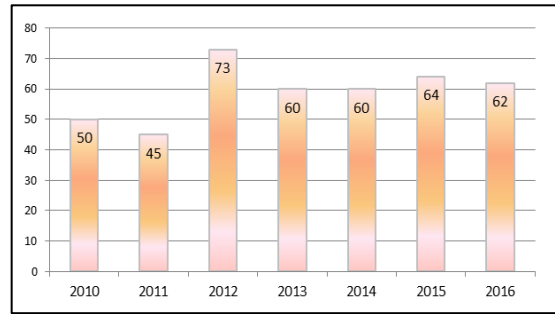


C-5) ALCOHOL-IMPAIRED DRIVING FATALITIES (BAC=.08+) (FARS)

Target: To limit increasing alcohol-impaired driving fatalities by 10.3 percent from 58 (2010-2014 moving average) to 64 by December 31, 2017.

Result: Alcohol-impaired driving fatalities (BAC=.08+) increased by 7.1 percent from the 2010-2014 calendar base year average of 58 to 62 in 2016.

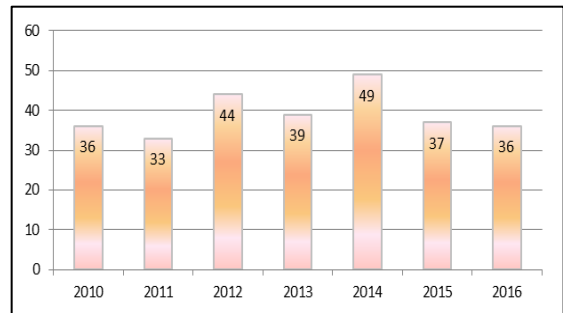
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



C-6) SPEED-RELATED FATALITIES (FARS)

Target: To reduce speeding-related fatalities by 7.5 percent from 40 (2010-2014 moving average) to 37 by December 31, 2017.

Result: Speed-related fatalities decreased by 11.7 percent from the 2010-2014 calendar base year average of 40 to 36 in 2016.

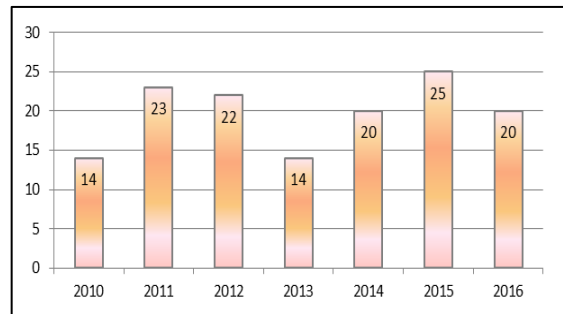


C-7) MOTORCYCLIST FATALITIES (FARS)

Target: To limit increasing motorcyclist fatalities to 15.8 percent from 19 (2010-2014 moving average) to 22 by December 31, 2017.

Result: Motorcyclist fatalities increased by 7.0 percent from the 2010-2014 calendar base year average of 19 to 20 in 2016.

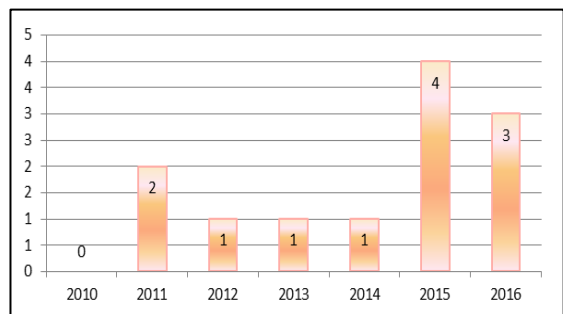
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



C-8) UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Target: To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 1 (2010-2014 moving average) to 0 by December 31, 2017.

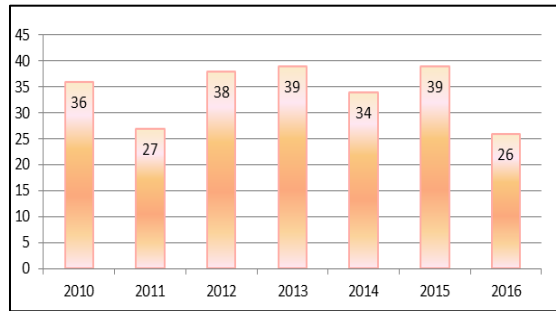
Result: Unhelmeted motorcyclist fatalities increased by 66.7 percent from the 2010-2014 calendar base year average of 1 to 3 in 2016.



C-9) DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Target: To reduce drivers age 20 and younger involved in fatal crashes by 45.7 percent from 35 (2010-2014 moving average) to 19 by December 31, 2017.

Result: Young drivers age 20 or younger involved in fatal crashes decreased by 33.8 percent from the 2010-2014 base year average of 35 to 26 in 2016.

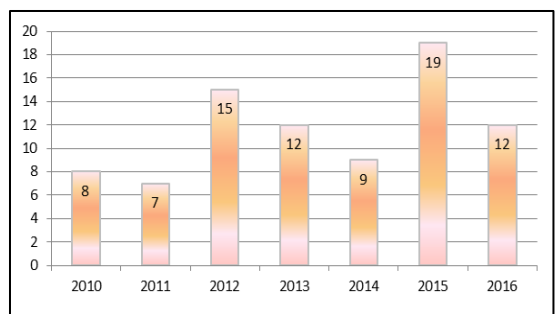


C-10) PEDESTRIAN FATALITIES (FARS)

Target: To limit increasing pedestrian fatalities by 44 percent from 10 (2010-2014 moving average) to 14 by December 31, 2017.

Result: Pedestrian fatalities increased by 15 percent from the 2010-2014 base year average of 10 to 12 in 2016.

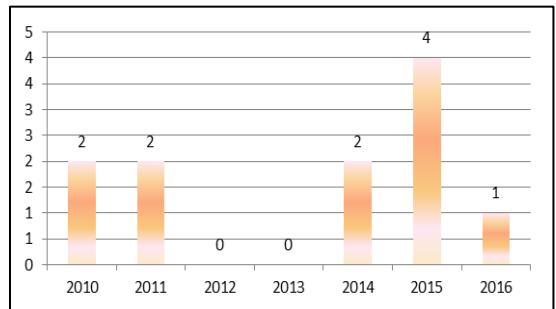
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



C-11) BICYCLIST FATALITIES (FARS)

Target: To reduce bicyclist fatalities by 10 percent from 1 (2010-2014 moving average) to 1 by December 31, 2017.

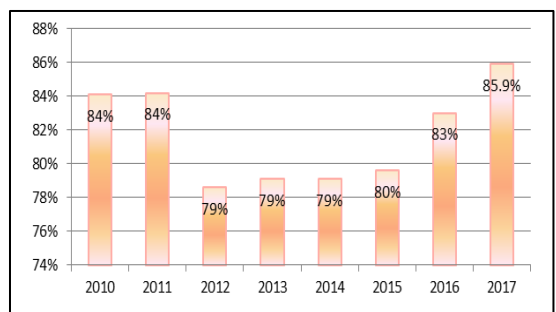
Result: Bicyclist fatalities held steady from the 2010-2014 base year average of 1 to 1 in 2016.



B-1) STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES (STATE SURVEY)

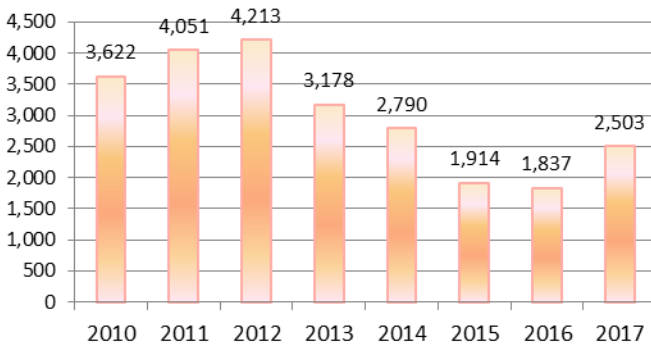
Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year usage rate of 79.6 percent to 81.1 percent by December 31, 2017.

Result: Seat belt usage increased 6.30 percentage points from 2015 (79.6 percent) to 85.9 percent in 2017. The target of 81.1 percent was met in 2017.

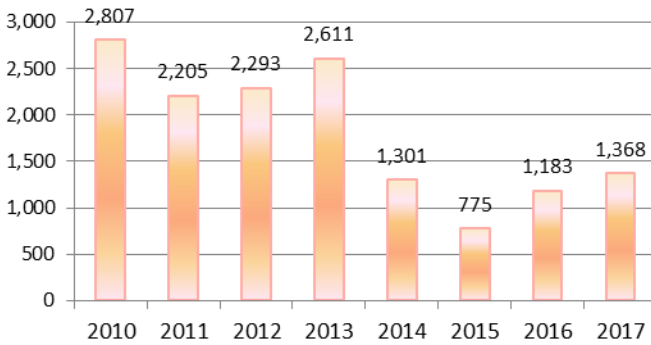


RESULTS - ACTIVITY PERFORMANCE MEASURES

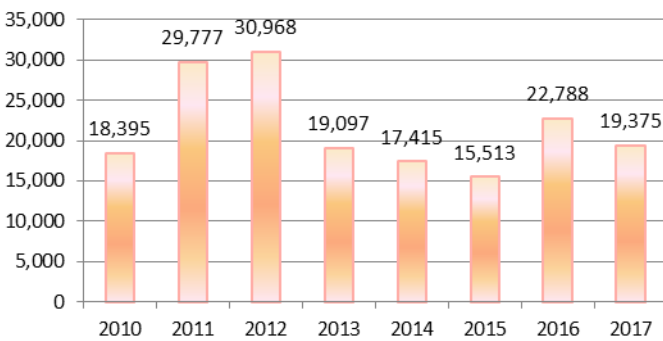
A-1) SAFETY BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES (STATE GRANT FUNDED DATA)



A-2) ALCOHOL-IMPAIRED DRIVING ARRESTS MADE DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES (STATE GRANT FUNDED DATA)



A-3) SPEEDING CITATIONS GRANT FUNDED (STATE GRANT FUNDED DATA)



RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

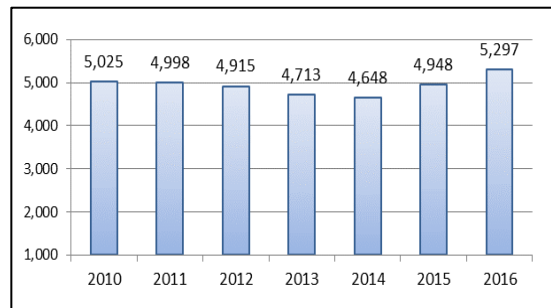
	2010	2011	2012	2013	2014	2015	2016
Fatal, A and B Injury Crashes	5,025	4,998	4,915	4,713	4,648	4,948	5,279
Alcohol-Impaired Fatal, A and B Crashes	580	610	653	550	576	567	579
Occupant Restraint Use	84.1%	84.2%	78.6%	79.1%	79.0%	79.6%	83.3%
Speed-Related Fatal, A and B Injury Crashes	454	374	371	334	339	250	282
Youth-Involved Fatal, A and B Injury Crashes	1,576	1,414	1,402	1,300	1,246	1,343	1,464
All Other Factors - Fatal, A and B Injury Crashes	3,991	4,014	3,972	3,829	3,733	4,131	4,418
Distracted Driving Fatal, A and B Injury Crashes	696	738	791	751	798	897	982
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	46	36	53	66	58	77	50

Note: The 2015 Nebraska crash data in the targets were projected at the time of the *Nebraska Performance-Based Strategic Traffic Safety Plan* submission. The result of the targets reflects actual 2016 crash data. Nebraska traffic crash data for 2017 is unavailable at this time.

TARGET: FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce fatal, A and B injury crashes by 10.1 percent from 4,860 (2010-2014 moving average) to 4,371 by 2017.

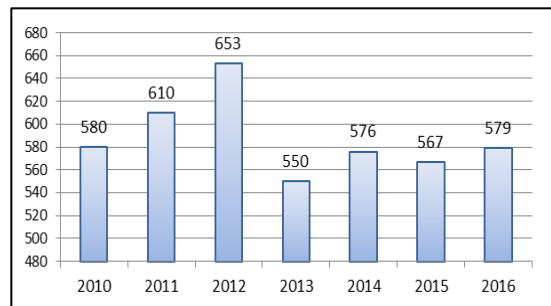
Result: Fatal, A and B injury crashes increased by 7.94 percent from the 2010-2014 calendar base year average of 4,860 to 5,297 in 2016.



ALCOHOL-IMPAIRED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce alcohol-impaired fatal, A and B injury crashes by 8.6 percent from 594 (2010-2014 moving average) to 543 by 2017.

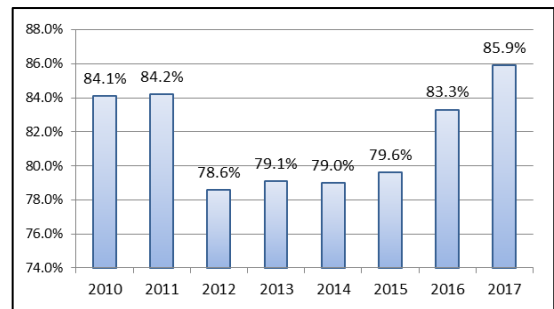
Result: Alcohol-impaired fatal, A and B injury crashes decreased by 2.56 percent from the 2010-2014 calendar base year average of 594 to 579 in 2016.



UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES (ALL SEAT POSITIONS) (STATE SURVEY DATA)

Target: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year usage rate of 79.6 percent to 81.1 percent by December 31, 2017.

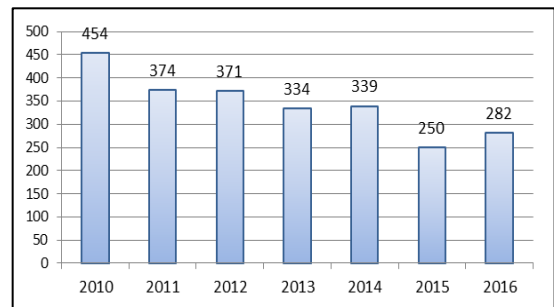
Result: Seat belt usage increased 6.30 percentage points from 2015 (79.6 percent) to 85.9 percent in 2017. The target of 81.1 percent was met in 2017.



SPEED-RELATED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce speed-related fatal, A and B injury crashes by 21.5 percent from 358 (2010-2014 moving average) to 281 by 2017.

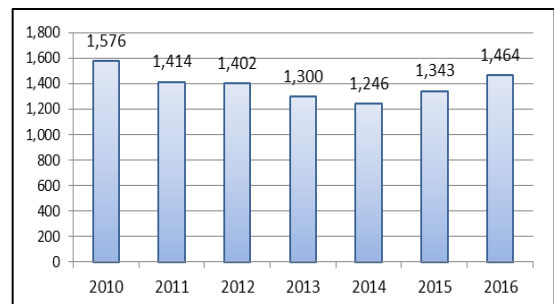
Result: Speed-related fatal, A and B injury crashes decreased by 26.9 percent from the 2010-2014 calendar base year average of 358 to 282 in 2016.



YOUTH-INVOLVED FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

Target: Reduce youth-involved fatal, A and B injury crashes by 22.8 percent from 1,388 (2010-2014 moving average) to 1,071 by 2017.

Result: Youth-involved fatal, A and B injury crashes increased by 5.2 percent from the 2010-2014 calendar base year average of 1,388 to 1,464 in 2016.

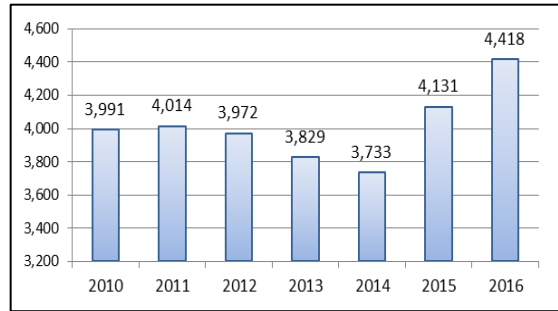


ALL OTHER FACTORS* - FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Minus Alcohol and Speed-Related Fatal, A and B Crashes

Target: Reduce all other factors – fatal, A and B injury crashes by 9.5 percent from 3,867 (2010-2014 moving average) to 3,499 by 2017.

Result: “All other factors” - fatal, A and B injury crashes increased by 12.4 percent from the 2010-2014 calendar base year average of 3,867 to 4,418 in 2016.

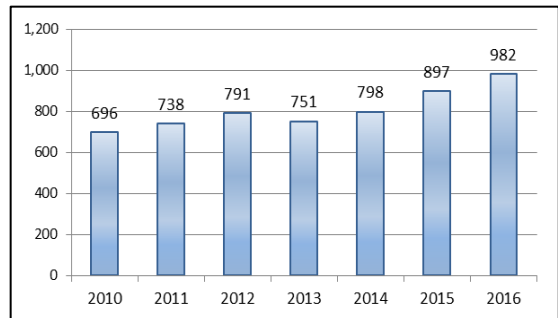


DISTRACTED DRIVER* FATAL, A AND B INJURY CRASHES (STATE CRASH DATA)

*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Follow To Closely

Target: Reduce distracted driver – fatal, A and B crashes by 1.7 percent from 753 (2010-2014 moving average) to 740 by 2017.

Result: Distracted driver fatal, A and B injury crashes increased by 23.2 percent from the 2010-2014 calendar base year average of 753 to 982 in 2016.

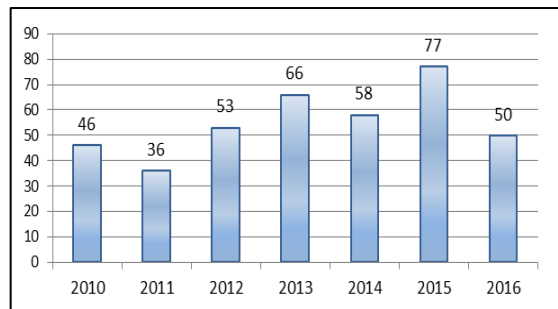


NIGHTTIME (6 P.M. – 6 A.M.) UNRESTRAINED FATALITIES IN FATAL CRASHES* (STATE CRASH DATA)

*Includes Not Used and Unknown

Target: Reduce nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes by 11.5 percent from 52 (2010-2014 moving average) to 46 by 2017.

Result: Nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes decreased by 3.6 percent from the 2010-2014 calendar base year average of 52 to 50 in 2016.



HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

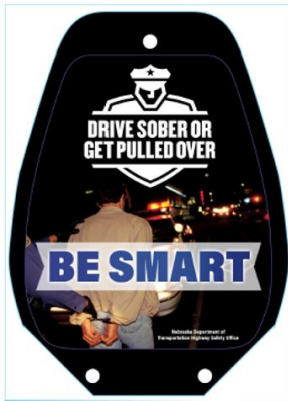
PAID MEDIA

In FY2017, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.

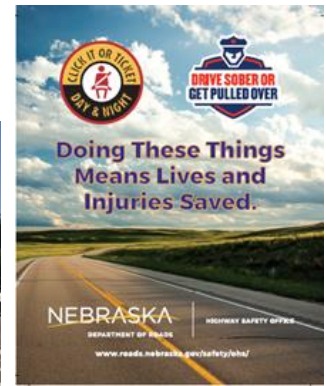
- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18 to 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) high school, collegiate and professional sports marketing; 7) social media/digital electronic; 8) outdoor billboards; and 9) print (newspapers/magazines).
- The HSO used these various paid media campaigns for:
 - Occupant Restraints (**Saving Lives Every Day – BUCKLE UP. IT'S THE LAW. /Click It or Ticket / Day & Night**); and **Who's Clicking?**
 - Impaired Driving (**Buzzed Driving is Drunk Driving /Report Drunk Drivers Saves Lives Call *55 or 911**);
 - Underage Drinking (**Tip Line 1-866-MUST-BE-21**);
 - Distracted Driving (**Just Put It Down**);
 - Motorcycle Safety (**Riding Sober**); and
 - Railroad Grade Crossing Safety (**Operation Lifesaver**).



- The HSO also increased the number of paid media marketing and messaging during the national **Click It or Ticket** Mobilizations and **Impaired Driving** Crackdowns. Special **Underage Drinking** campaigns are also conducted around the prom, graduation, vacation break, and at the start of the school year. The largest portion of annual paid media expenditures are targeted for impaired driving and seat belt use.



GAS NOZZLE



PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2017, the HSO continued to support the traffic safety program with printed public information and education materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, graduated driver licensing law 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. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.

Subject: August 25, 2017 Friday Safety Message

Subject: June 9, 2017 Friday Safety Message

State Fair time!!



The HSO offers to create and print materials for other traffic safety program partners in support of the HSO public information and education efforts.

The HSO continues 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.

A traffic safety materials order form is available on the HSO website. In addition, the HSO also has fatal vision goggles and speed monitoring trailers that are available for loan for qualifying individuals and organizations.

Nebraska's Graduated Driver Licensing (GDL): DRIVING RESTRICTIONS

<p>Cell Phones: No use of any type of electronic devices, including the communication device or the operating system while in motion. Violation on 1st offense results in 90 days suspension. Second offense is 180 days and a third offense is 180 days.</p>	<p>Seat Belts: All occupants must wear a seat belt. Violation on 1st offense results in 90 days suspension. Second offense is 180 days and a third offense is 180 days.</p>	<p>Passengers: "Minor" of a Provisional Operator (PO) may only transport family members who reside with them in the household. Other than the PO, no other driver of the vehicle is allowed to transport a passenger younger than 19 who is not an immediate family member, for the first 90 days. "Minor" of a Provisional Operator (PO) is limited to one passenger younger than 19 who is not an immediate family member, for the first 90 days. "Minor" of a Provisional Operator (PO) is limited to one passenger younger than 19 who is not an immediate family member, for the first 90 days.</p>	<p>Nighttime Driving: Holder of a Provisional Operator Permit (POP) shall not drive from midnight to 5:00 a.m. unless accompanied by a licensed driver or an L. Violation carries a 90-day suspension on driving record.</p>	<p>Alcohol: "Zero Tolerance" (alcohol and other drugs) laws for drivers under the age of 21. First offense results in 90 days suspension or license for 90 days. A driver under 21 is subject to the same CDL laws as a person age 21 or over if the blood alcohol content is .02 (BAC) or greater.</p>
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NE GDL includes: **parental consent**, **limited driving**, **limited passenger**, **limited alcohol**.

GDL laws are in place for your teen's safety. They keep your teen safe by keeping them out of situations (those above) that put them at higher risk for a crash.

Nebraska GDL laws cover teens ages 14 to 17. A teen driver must hold a POP for one year before receiving an unrestricted license.

NEBRASKA
DEPT. OF HEALTH AND HUMAN SERVICES

GDL Resources

www.drivesafelynebraska.gov
www.dhs.nebraska.gov
For more information, contact 482-421-2515

Driving the Right Message

Safe Teen Driving Begins With You.

- ➔ Wear your seat belt.
- ➔ No cell phone use.
- ➔ Drive the speed limit.

NEBRASKA
Good Life. Great Mission.
DEPT. OF HEALTH AND HUMAN SERVICES

ParentsDriveTheMessage.NE.GOV

EARNED MEDIA

In FY2017, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation and other highway safety partners to assist with kick off news conferences/events for the national and state enforcement mobilizations and other traffic safety issues.



The HSO issued state and local news releases regarding the grant awards of 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 generating lots of earned media.



The HSO encouraged grantees and other traffic safety partners to include traffic safety-related data and traffic safety issues in their agency/organization: social media, news notes and/or newsletters and press releases. This effort allows for the ability to generate local media (social, print and electronic) interest in developing a news story.

By reputation, the HSO continues to be the recognized state source for traffic safety information by all news media (print and electronic). The HSO is recognized as the best source for traffic safety-related data and information. The HSO continues to collect, present, and deliver traffic safety-related information to maintain its position as the "go to" source for traffic safety news.



SOCIAL MEDIA

For the past seven years, the HSO has continued to expand the marketing/messaging of traffic safety-related information via the social networking sites. The HSO used a social marketing team, to carry out professional media buys. Using this strategy has allowed us to generate a greater audience and reach targeting specifically to: teens, young adults and the general public. Focused areas were seat belts and impaired driving. The HSO continues to expand the use of social media through a variety of platforms (i.e., Facebook, Twitter, You Tube, and Instagram). The NDOT included the HSO 30 second radio ad on their YouTube mobile and Vimeo. The HSO has produced web banner ads to share with the highway safety partners for use on their own websites.



3,800 impressions, 2,000 views

MEDIA MARKET AND ADVERTISING RESULTS

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	2,063,723
Social Media	Twitter, Facebook, Instagram	987,210
Outdoors	Billboards	4,922,940
Movies	Pre-Roll Ads	214,384
Outdoor	Wrapped Trucks/Gas Pumps	276,271,400
Television	Messaging	8,900,000
Radio	Messaging	6,187,600
Signage	Messaging	8,215,000
Web Banner	Mobile, Web and Video Replay	6,099,958
Podcast	Mentions	3,457,223
Give Away (In-Kind)	Towels	32,130
Total Impression Estimate		317,351,568

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas and listed on the "Nebraska Priority Counties" are extracted from the Nebraska fatal, A and B injury crash data from CY2014 outlined on page 3. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska's TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations and the *You Drink & Drive. You Lose* crackdowns.



Each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis.

Nebraska's comprehensive enforcement program is developed and implemented as follows:

- The approach utilized by the HSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage drinking enforcement and general traffic enforcement. Funding assistance is awarded to law enforcement agencies in the priority counties. Additional projects are developed to fund the statewide mobilizations and crackdowns. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts.
- The problem identification utilized by the HSO is outlined above in the narrative portion of the TSEP. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdown of time of day and day of week are utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force was initially convened in April 2017 to discuss impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy, and non-profit groups whose missions include addressing impaired driving.

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. The mission of the Driving Strategic Plan is to reduce and prevent impaired driving fatalities and serious injury crashes. The Plan can be found on the website at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.

- The enforcement program is implemented by first awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and state media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training. The Highway Safety Communication Plan includes the paid, earned and social media information located on page 13.
- The HSO monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

Nebraska law enforcement agencies participating in conducting selective overtime enforcement during the FY2017 fiscal year:

Law Enforcement Agencies Participating in Nebraska Enforcement Efforts

Agency	November 2016 CIOT	Dec/Jan 2016/2017 YDDYL	May 2017 CIOT	Aug/Sep 2017 YDDYL
Ashland Police Department	*		*	
Beatrice Police Department			*	
Bellevue Police Department	*	*	*	*
Blair Police Department		*	*	
Broken Bow Police Department		*		*
Central City Police Department			*	
Chadron Police Department	*	*	*	*
Columbus Police Department	*	*	*	*
Cozad Police Department	*	*	*	*
Crete Police Department	*	*	*	*
Fairbury Police Department	*	*	*	*
Falls City Police Department			*	*
Franklin Police Department	*	*		
Fremont Police Department	^		*	
Gering Police Department			*	
Grand Island Police Department	*	*	*	
Hastings Police Department		*	*	*
Holdrege Police Department	*	*	*	*
La Vista Police Department	*	*	*	*
Lexington Police Department	^	^	^	^
Lincoln Police Department	*	*	*	*
Minatare Police Department	*	*		*
Morrill Police Department	*	*		

Norfolk Police Division			^	
Oakland Police Department	*	*		
Omaha Police Department	*	*	*	*
Papillion Police Department	*	*	*	
Plattsmouth Police Department	*	*	*	*
Ralston Police Department	*	*	*	*
Schuyler Police Department			^	
Scottsbluff Police Department	*	*	*	*
South Sioux City Police Department	*	*	*	*
UNL Police Department	*	*	*	*
Valentine Police Department		^		
Boone County Sheriff's Office			*	
Boyd County Sheriff's Office	*	*	*	*
Brown County Sheriff's Office	*	*	*	*
Buffalo County Sheriff's Office			*	
Butler County Sheriff's Office		*	*	*
Colfax County Sheriff's Office			*	*
Custer County Sheriff's Office	^	^	^	^
Dakota County Sheriff's Office	*	*	*	
Dawson County Sheriff's Office	*	*	*	*
Dodge County Sheriff's Office	*	*	*	*
Douglas County Sheriff's Office	*	*	*	*
Fillmore County Sheriff's Office	*	*	*	*
Franklin County Sheriff's Office	*	*	*	*
Furnas County Sheriff's Office	*		*	*
Gage County Sheriff's Office			*	
Gosper County Sheriff's Office	*		*	
Hall County Sheriff's Office	*		*	*
Holt County Sheriff's Office	*		*	*
Jefferson County Sheriff's Office	*	*	*	
Johnson County Sheriff's Office	*	*	*	*
Keith County Sheriff's Office		^		
Lancaster County Sheriff's Office	*	*	*	*
Lincoln County Sheriff's Office	*	*	*	*
Merrick County Sheriff's Office	*	*		
Nance County Sheriff's Office	*	*	*	*
Nemaha County Sheriff's Office	*	*	*	*
Otoe County Sheriff's Office			*	
Perkins County Sheriff's Office			^	
Phelps County Sheriff's Office	*	*	*	*
Richardson County Sheriff's Office	*	*	*	*
Saline County Sheriff's Office	*	*	*	*
Sarpy County Sheriff's Office	*	*	*	*
Saunders County Sheriff's Office	*	*	*	*
Scotts Bluff County Sheriff's Office	*	*	*	*
Thayer County Sheriff's Office	*	*		
Thurston County Sheriff's Office	*	*	*	*
Washington County Sheriff's Office	*	*	*	*
Webster County Sheriff's Office	*		*	
Nebraska State Patrol	*	*	*	*
Total Agencies Participating	55	53	64	47

*Participating Agencies with federal funding.

^Participating Agencies without federal funding. Results are included in the numbers below.

LAW ENFORCEMENT OVERTIME ENFORCEMENT RESULTS

November 2016 “Click It or Ticket” Mobilization – The November 21 – 27, 2016 mobilization resulted in a total of 9,153.63 hours of selective overtime enforcement, 308 seat belt citations, 2,500 speeding citations, 62 impaired driving arrests, 4,328 total citations and 10,199 total contacts. Six checkpoints were conducted by the Nebraska State Patrol (1), Lancaster County Sheriff’s Office (1), Scottsbluff Police Department (2), and Scotts Bluff County Sheriff’s Office (2).

December 2016/January 2017 “You Drink & Drive. You Lose.” Crackdown – The December 15, 2016 – January 1, 2017 crackdown resulted in a total of 6,013.66 hours of selective overtime enforcement, 328 seat belt citations, 3,327 speeding citations, 304 impaired driving arrests, 9,324 total citations, and 14,486 total contacts. Nine checkpoints were conducted by Nebraska State Patrol.

May 2017 “Click It or Ticket” Mobilization – The May 22 – June 4, 2017 mobilization resulted in a total of 20,744.97 hours of selective seat belt overtime enforcement, 706 seat belt citations, 212 impaired driving arrests, 4,535 speeding citations, 10,831 total citations and 22,139 total contacts. Thirty-two checkpoints were conducted by Nebraska State Patrol (27), Bellevue Police Department (1), South Sioux City Police Department (1), Dakota County Sheriff’s Office (1), Lancaster County Sheriff’s Office (1), and Phelps County Sheriff’s Office (1).

August/September 2017 “You Drink & Drive. You Lose.” Crackdown – The August 18 – September 4, 2017 crackdown resulted in a total of 5,400.56 hours of selective alcohol overtime enforcement, 241 seat belt citations, 192 impaired driving arrests, 3,409 speeding citations, 6,043 total citations and 15,327 total contacts. Fourteen checkpoints were conducted, Nebraska State Patrol (10), Scotts Bluff County Sheriff’s Office (2), Lancaster County Sheriff’s Office (1), and Dodge County Sheriff’s Office (1).



	CIOT Nov 2016	YDDYL Dec/Jan 2016	CIOT May 2017	YDDYL Aug/Sep 2017	Combined Totals
Agencies	55	53	64	47	219
Checkpoints	6	9	32	14	61
Hours	9,135.63	6,013.66	20,744.97	5,400.56	41,294.82
Speeding	2,500	3,327	4,535	3,409	13,771
Seat Belt	308	328	706	241	1,583
DWI	62	304	212	192	770
Total Citations	4,328	9,324	10,831	6,043	30,526
Total Contacts	10,199	14,486	22,139	15,327	62,151

NEBRASKA ANNUAL TRAFFIC SAFETY STUDY, MAY 2017 RESULTS

Research Associates designed the survey instrument with input and final approval from the Nebraska Safety Council staff and the Highway Safety Office. The purpose of this edition of The Nebraska Poll was to measure the attitudes of Nebraskans relative to highway safety issues, including but not limited to the issues of impaired driving, seat belt safety, speed and driving while distracted (using cell phones and other electronic devices while driving).

The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (8%); drunk/impaired driving (2%); traffic and road conditions (15%).

What do you think is the biggest problem in Nebraska today?	2017
Taxes, spending, budget, education funding, etc.	33%
Roads, streets, traffic, etc.	15%
Crime, drugs, gangs, vandalism, etc.	9%
Government, politicians, etc.	9%
Economy, drought, water, jobs, wages, etc.	8%
Distracted driving	8%
Drunk drivers	2%
Others (pipeline, interaction issues, social issues like health care; and various other issues)	16%

Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.4) and drunk driving (mean score of 4.2) were named as bigger problems than the fuel tax situation (3.2) by a significant margin.

On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska:	2017
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.4
How important is the problem of driving while intoxicated or drunk driving?	4.2
How important is the fuel tax situation?	3.2

IMPAIRED DRIVING

Respondents were asked whether they favor or oppose each of three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (66% favoring); and mandatory sentencing for drunk driving offenses (63% favoring).

Would you favor or oppose each of the following penalties for drunk driving:	2017
<i>Mandatory sentencing for drunk driving offenses</i>	
Favor	63%
Oppose	33%
Don't know	4%
<i>Mandatory treatment for drunk driving offenders</i>	
Favor	75%
Oppose	22%
Don't know	3%
<i>Mandatory interlock ignition for all first-time offenders</i>	
Favor	66%
Oppose	31%
Don't know	3%

Three percent (3%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.

In the past 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?	2017
Yes	3%
No	97%

CORE QUESTION: About a third of the respondents (35%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while 26% indicated the chances of that are somewhat unlikely.

What do you think the chances are of someone getting arrested if they drive after drinking?	2017
Very likely	9%
Somewhat likely	35%
Likely	19%
Somewhat unlikely	26%
Very unlikely	11%

CORE QUESTION: One-fourth of the respondents (25%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.

In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?	2017
Never	75%
Once	10%
2-5 times	12%
More than 5 times	3%

CORE QUESTION: Less than half of the respondents (47%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?	2017
Yes	47%
No	53%

Over half of the respondents (53%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

In the past 60 days, have you read, seen or heard any drunk driving-related messages?	2017
Yes	53%
No	47%

SEAT BELTS

CORE QUESTION: A super majority of the respondents (77%) indicated they always wear seat belts when they drive or ride in a car, van, sports utility vehicle or pickup?

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup?	2017
Always	77%
Nearly always	13%
Sometimes	6%
Seldom	2%
Never	2%

For the eighth straight year, a majority of respondents (54%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

Should law enforcement officers be allowed to stop a vehicle and write a ticket if the driver and passengers are not wearing a seat belt?	2017
Yes	54%
No	44%
Don't know	2%

CORE QUESTION: A majority (57%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely or very unlikely (34% somewhat unlikely plus 23% very unlikely).

What do you think the chances are of getting a ticket if you don't wear your safety belt?	2017
Very likely	8%
Somewhat likely	20%
Likely	15%
Somewhat unlikely	34%
Very unlikely	23%

Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (27%) indicated \$51-100, 25% indicated \$25-50, 22% indicated more than \$200, 20% indicated \$101-150, and 5% indicated \$151-200.

What amount of fine do you think would get non-seat belt users to use their seat belt?	2017
\$25 - \$50	25%
\$51 - \$100	27%
\$101 - \$150	20%
\$151 - \$200	5%
Over \$200	22%

CORE QUESTION: About a fourth of respondents (26%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement?	2017
Yes	26%
No	74%

Less than half of the respondents (44%) indicated they had read, seen or heard Click It or Ticket seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (31%) indicated they had seen the Click It or Ticket ads on signs, while 27% indicated TV and 18% indicated radio.

In the past 60 days, have you read, seen or heard any Click It or Ticket seat belt messages?	2017
Yes	44%
No	56%

(IF YES) Do you remember where that was?	2017
Signs	31%
TV	27%
Radio	18%
All others (Internet, newspaper, background, sports, gas stations)	13%
Don't know	11%

SPEED

CORE QUESTION: A third of respondents indicated they more than rarely drive faster than 35 mph on a road posted at 30 mph, (14% indicated usually and 19% indicated half the time).

On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph:	2017
Most of the time/Usually	14%
Half the time	19%
Rarely	48%
Never	19%

CORE QUESTION: Nearly one in five of the respondents (18%) indicated they never drive faster than 70 mph on a local road with a speed limit of 65 mph (6% indicated usually and 12% indicated most of the time).

On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph:	2017
Most of the time/Usually	6%
Half the time	12%
Rarely	44%
Never	38%

CORE QUESTION: Just over a fourth of respondents (28%) indicated they had heard anything about speed enforcement in the past 30 days.

In the past 30 days, have you read, seen or heard anything about speed enforcement?	2017
Yes	28%
No	72%

CORE QUESTION: A plurality of respondents (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely, with 28% indicating likely, 16% unlikely, 13% very likely, and 5% very unlikely.

What do you think the chances are of getting a ticket if you drive over the speed limit?	2017
Very likely	13%
Somewhat likely	39%
Likely	28%
Unlikely	16%
Very unlikely	5%

DISTRACTED DRIVING

A majority of respondents (56%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving, while 40% opposed that idea and 3% had no opinion.

Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving?	2017
Support	56%
Oppose	40%
Don't know	3%

Nine out of ten respondents (91%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 9% opposed that.

Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving?	2017
Support	91%
Oppose	9%

MISCELLANEOUS

A super majority of respondents (75%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 22% said it should be repealed and 3% had no opinion.

Should the Nebraska law requiring motorcycle helmets be repealed or continued?	2017
Continue	75%
Repeal	22%
Don't know	3%

A super majority (77%) of respondents indicated driving after using marijuana increases crash risk. One in five respondents (20%) indicated they know someone who drives after using marijuana.

Do you think driving under the influence of marijuana increases the risk of having a crash?		2017
Continued		77%
Repealed		13%
Don't know		10%

Do you know anyone who drives after smoking or ingesting marijuana?		2017
Yes		20%
No		79%
Don't know		2%

DEMOGRAPHICS

Respondents indicated distribution in the following age categories (controlled variable): 16-20, 2%; 21-34, 14%; 35-49, 34%; 50-64, 33%; 65 up, 18%.

Which of these age groups are you in:		2017
16-20		2%
21-34		14%
35-49		34%
50-64		33%
65 and Up		18%

Nearly all respondents (99%) indicated they have a driver's license.

Do you have a driver's license?		2017
Yes		99%
No		1%

Respondents indicated distribution in the following annual household income categories: under \$40,000, 20%; \$40,000-80,000, 38%; over \$80,000, 42%.

Which of these annual household income groups are you in?		2017
Under \$40,000		20%
\$40,000-\$80,000		38%
Over \$80,000		42%

Respondents were distributed among Nebraska's three congressional districts as follows (controlled variable): District One, 34%; District Two, 32%; District Three, 34%.

Congressional District		2017
One		34%
Two		32%
Three		34%

Cell phone numbers were included in the sample; 60% of the respondents were interviewed on their traditional landlines and 40% on their cell phones.

Phone Type		2017
Landline		60%
Cell Phone		40%

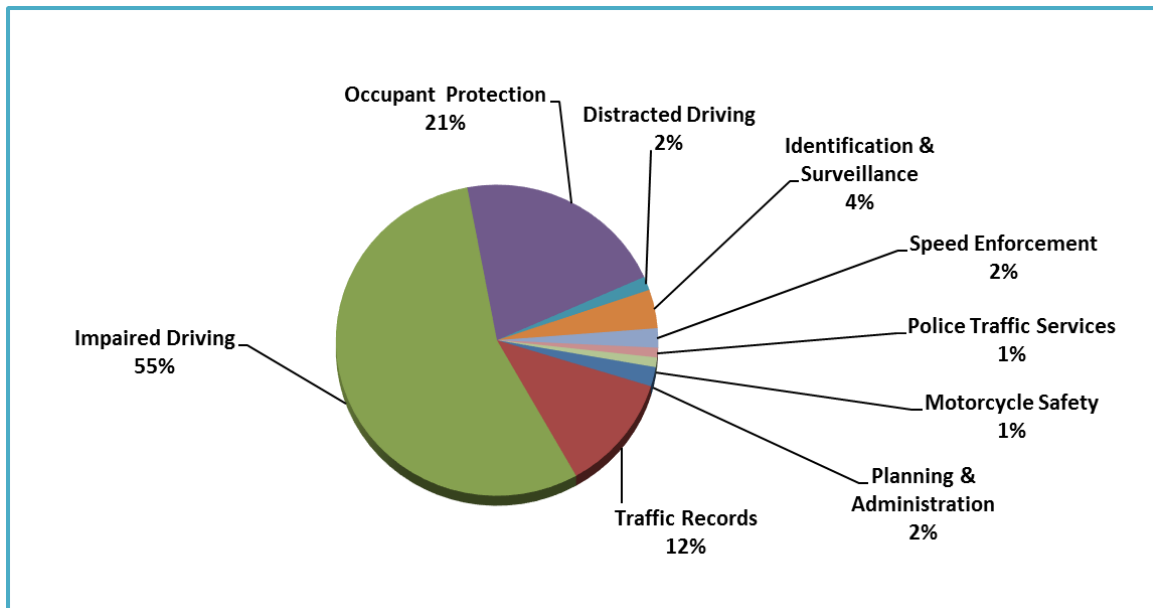
By control, respondents were 49% male and 51% female (controlled variable).

Gender		2017
Male		49%
Female		51%

FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2017 COUNTERMEASURE PROGRAMS

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$3,124,925.27
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$489,956.03
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$416,961.43
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$1,644,276.37
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$42,164.66
SECTION 405e / DISTRACTED DRIVING PROGRAM	\$24,360.04
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$0.00
FORD DRIVING SKILLS FOR LIFE	\$6,694.74
TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS	\$5,749,338.54



PROJECT DESCRIPTION/SUMMARIES BY PROGRAM AREAS

Section 402 State and Community Highway Safety Projects by Program Area

PLANNING AND ADMINISTRATION PROGRAM AREA

402-17-01	Planning and Administration/NDOT-HSO	Obligated/Expended \$160,000.00/\$111,671.67
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This project funded the HSO staffing and facilities required for the administrative and planning functions required to meet program targets and objectives. These costs include, but are not limited to office supplies, membership, travel, training, and personal services for the administrator, accountant, and staff assistant. The State does contribute 50% hard matching dollars for program administration from the Nebraska Department of Transportation Cash Fund. This project is responsible for collaborating and coordinating with partners in transportation, public, and other safety interested organizations and individuals. The performance measures for this project include: quality and timeliness of annual programs, plans and evaluation reports, to actively participate in statewide, multidisciplinary transportation safety, public safety and injury control programs.

HSO assistance and support was provided to develop the Nebraska annual HSP (Performance-Based Strategic Traffic Safety Plan). The Fiscal Year 2018 (FY2018) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on June 30, 2017.

The annual statewide traffic safety public opinion survey of Nebraska drivers was conducted and completed in May 2017. The survey is required and included in the FY2018 HSP.

The annual observation Nebraska safety belt use survey was completed in September 2017 and the observation "The Use of Child Safety Seats in Nebraska" survey report was issued in October 2017. As required, a copy of the "Nebraska Safety Belt Use 2017 Report Survey" was submitted to NHTSA on September 25, 2017 for certification and verified on December 11, 2017.

The Director of the Department of Motor Vehicles (DMV) has authorized the use of State funds of the DMV Vehicle Services Division and the Driver Licensing Division for soft matching the federal highway safety funding. The HSO maintains documentation on file from the DMV to meet the requirements of NHTSA Order 452-6C.

ALCOHOL PROGRAM AREA

402-17-06	Nebraska Collegiate Consortium to Reduce High Risk Drinking University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse	Obligated/Expended \$230,820.00/\$230,604.51
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This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Two sub-grants to member institutions were awarded in this project year. Nebraska Collegiate Consortium (NCC) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations. This year NCC held 2 skill building workshops; *A Review of Fail Safe and the Year One College Alcohol Profile*, with Tom Workman and Linda Major in May 2017, with 56 attendees, representing 13 NCC member institutions; the second in September, *Effective Conversations with young People about Substance Use and Other Risky Behaviors* presented by Paul Grossberg, with 134 attendees representing 12 NCC member institutions and a variety of community stakeholders working with college age youth. Accident

Analysis and Prevention paper continues to be in the most downloaded papers in the last 90 days list from the journal (6/4/17). Results of POP analysis were presented in a Nebraska Legislative hearing on reducing the number of hours of driving required in Driver Education courses, March 31, 2017. The Omaha Collegiate Consortium (OCC), hired a new coordinator, held a meeting with senior administrators that included 29 attendees from 7 institutions to carry out social norms campaigns and garner support for sustainability for OCC in 2018. Also, Year 1-College Alcohol Profile (Y1-CAP) data was collected by 11 member institutions with incoming first year students in fall 2017. Overall, from NCC schools with large enough samples to stabilize the results, there is a general trend of lower binge drinking, drinking and driving, and riding with a drunk driver in their Y1-CAP.

UNL Year 1 CAP data	2012	2013	2014	2015	2016
Binge Drinking	19.8	20.3	20.2	19.0	16.4
Drinking and Driving	8.5	8.2	8.3	7.9	5.8
Riding with Drunk Driver	10.2	8.9	9.2	10.6	7.7

402-17-09 Alcohol Program Coordination/NDOT-HSO Obligated/Expended
\$130,000.00/\$126,296.00

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit alcohol program area grants and activities. The coordination and assistance provide an essential element in a successful alcohol/impaired driving awareness program. The HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding alcohol and impaired driving among Nebraska’s motoring public. As examples, the HSO staff attended the following conferences, meetings: Nebraska Law Enforcement luncheon; NHTSA Regional Meeting, and HSO Drug Recognition Expert Training/Updates. The processing time of mini-grant contracts for alcohol projects, training, enforcement, equipment, and travel associated with the issue of impaired driving are funded through this project. It also includes project site visits and monitoring.

402-17-10 Alcohol Public Information and Education/NDOT-HSO Obligated/Expended
\$300,000.00/\$276,275.23

This project provided funding to the HSO for the development/creation/production/implementation of alcohol/impaired driving educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases.

- Produced/purchased and distributed alcohol/impaired driving-related materials (brochures and other educational items). Approximately 2,004 (96.7 percent) materials/items were distributed to agencies/organizations within the Target Counties.
- Provided the fatal vision goggle for 34 presentations across the state.
- “You Drink & Drive. You Lose.”(YDDYL) Impaired driving Crackdowns promotional material and paid media in support of the enforcement operations.
- Placed impaired driving print ads in selected publications and maintain the website with updated charts.
- Hosted the annual HSO law enforcement appreciation luncheon for 108 police chiefs and sheriffs at the joint annual meeting of the Police Officers Association of Nebraska and Nebraska Sheriff’s Association which is held concurrently each year. The HSO provides a report of alcohol/impaired driving activity updates, information, and recognition.
- “You Drink & Drive. You Lose.” enforcement mobilization promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs.
- Placed alcohol impaired driving messages with a variety of vendors in order to reach a large male target, ages 18-34, through (Nebraska Educational Television (Drugged Driving and Tom Osborne: A Legacy Beyond the Game documentaries), NCAA College World Series, Lincoln Pro Baseball (Saltdogs), Omaha Beef Football, Omaha Storm Chasers Baseball Club, radio (streaming, paid and earned), Nebraska Sheriff’s Association, Spring/Summer ad placement.
- Podcasts were implemented this year with two vendors: the *Brett Kane Show*, April – July, one YDDYL advertisement prior to the daily podcasts and 180 radio ad placements between April – July, 2017; *The Bottom*

Line (TBL), 480 mentions monthly, 960 radio placements over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page.

- This year AllOver Media was used to provide messaging about “Report Drunk Drivers Immediately Your Call Could Save a Life” and “Saving Lives Every Day Buckle Up. It’s The Law” in November, December 2016 and into January 2017. Fifteen trucks were wrapped and there were thirty-five gas stations (with pumps and gas nozzles wrapped) statewide. The trucks reached an estimated 63,000 impressions and the 35 gas stations reached an estimated 10,725,750 impressions across the state.
- Placed ads with AllOver Media was used to provide messaging “We write seat belt tickets because...It Saves Lives!” during May, June, and July. Fifteen trucks were wrapped and there were thirty-five gas stations (with pumps and gas nozzles wrapped) statewide. The trucks reached an estimated 63,000 impressions and the 35 gas stations reached an estimated 10,725,750 impressions across the state.
- Placed ads with AllOver Media was used to provide messaging about “Buzzed Driving is Drunk Driving – Report Drunk Drivers. Save Lives - Be Smart”, during August and September. Fifteen trucks were wrapped and there were eighty-three gas stations (with pumps and gas nozzles wrapped) statewide. The trucks reached an estimated 42,000,000 impressions and the 83 stations reached an estimated 16,956,900 impressions across the state.
- Provide a mini-grant to The Bridge Behavioral Health which provided funds to run 40 radio ads and social media messages targeting to reduce the number of impaired drivers in the City of Lincoln during the month of October.

402-17-11 Alcohol Equipment Support/NDOT-HSO Obligated/Expended
\$40,000.00/\$33,080.86

This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 10,050 Alco Sensor III, 96,700 Alco Sensor-FST’s and 6,450 evidentiary mouthpieces for a total of 113,200 mouthpieces to 246 law enforcement agencies, adult and juvenile correctional facilities, detox facilities, county attorneys, schools, and state probation agencies. Law enforcement agencies were provided with 81 cylinder gas bottles and 11 regulators for Preliminary Breath Testing (PBT) calibrations to 73 law enforcement agencies. Six law enforcement agencies were provided mini-grants for simulators/containers for their testing equipment and another 12 agencies were re-issued re-conditioned alcohol testing equipment. The state’s Breath Alcohol Testing Mobile Vehicle (BAT mobile) was retired from service.

402-17-12 Alcohol Selective Overtime Enforcement/NDOT-HSO Obligated/Expended
\$485,000.00/\$431,584.72

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National You Drink & Drive. You Lose. Crackdowns in December 2016 and August/September 2017; compliance checks and alcohol overtime enforcement. One hundred and eleven mini-grant contracts were awarded as follows; Police Departments – 48; Sheriff’s Offices – 53; Nebraska Game and Parks Commission – 1; and Nebraska State Patrol – 9. These 111 contracts resulted in a total of 10,545 hours of selective alcohol overtime enforcement, 580 seat belt citations, 564 impaired driving arrests, 6,716 speeding citations and 15,320 total citations.

**402-17-17 MADD Court Monitoring Program Statewide Initiatives
Mother Against Drunk Driving** Obligated/Expended
\$157,345.00/\$133,762.25

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to 15 of the 22 priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project, engaging four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. A statewide court monitoring initiative that educated and trained forty-five local volunteers to collect data, provided written documents, and observe court case outcomes in the targeted counties was established. MADD recorded over 573 volunteer hours of court observations and collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. This project

met one-on-one with prosecutors, judges, law enforcement officers and probation staff regarding the court monitoring results. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and volunteer recognition activities to build capacity. An electronic survey was administered to all MADD Nebraska volunteers to help in developing plans for volunteer growth. MADD Nebraska engaged over 34 new volunteers (both episodic and static) to assist in programs such as court monitoring, victim services and underage drinking prevention. Nebraska MADD also provided support for local public information and education programs.

402-17-25 Traffic Training/NDOT-HSO Obligated/Expended
\$35,000.00/\$15,382.81

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Through this project eleven mini-grants were awarded to: Beatrice Police Department, Columbus Police Department, Fairbury Police Department, Grand Island Police Department, Hall County Sheriff's Office, Lincoln Police Department (3 grants), Omaha Police Department, National Safety Council Nebraska and Nebraska Department of Health and Human Services. These awards provided registration/tuition, travel, and lodging assistance to seventeen individuals.

**402-17-39 Prosecutorial Response to DUI Crimes
Nebraska Department of Justice** Obligated/Expended
\$124,000.00/\$87,756.01

This project provided funding to continue to staff a statewide "Traffic Safety Resource Prosecutor" (TSRP) position within the State Attorney General's Office to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in the handling of traffic-related cases, a majority of those being impaired driving-related. The TSRP provides critical support and training to local prosecutors, judges, and law enforcement officials. The TSRP served as the lead prosecutor in ten DUI cases, three DUI motor vehicle homicide cases, assistant prosecutor in one motor vehicle homicide trial and a prosecution consultant in three vehicular homicide cases, two DUI cases involving suppression issues and one case involving Daubert issues.

On 108 occasions advised County Attorneys on a variety of alcohol issues which included drafting briefs and conducting legal research. Technical assistance and legal research was also provided to county prosecutors. The TSRP presented "Cops in Court" training and DUI training at the Nebraska Law Enforcement Training Center (NLETC) to 3 cadet academies, presented "Prosecutorial Issues" at the 2017 Drug Recognition Expert Update Training and presented "LiveListserv" at the Nebraska County Attorney's Association Fall 2016 Conference. Presented "Safety Checkpoint Law" training at La Vista Police Department to officers from La Vista, Bellevue, Papillion and the Douglas County Sheriff's Office and at the Nebraska Law Enforcement Training Center and the Butler County Sheriff's Office.

Presented "I heard I can't use blood tests anymore . . . and other myths about Birchfield v. North Dakota" and "Investigating & Prosecuting DUIs Utilizing Legal Breath or Medical Blood Tests" and conducted live DataMaster demonstrations at the Nebraska County Attorneys Association Spring Conference in Kearney in May 2017. Presented "Expert Witnesses in Commercial Motor Vehicle Crashes" at the Nebraska Law Enforcement Training Center to 22 attendees from across the United States.

Nebraska's TSRP took a lead role in prosecuting several complex cases, including those involving DUI, as well as repeat DUI offenders, and motor vehicular homicide. The TSRP was involved with several prosecutions affected retroactively by the Birchfield decision. Several of these cases involved crash-injured defendants, and as a result, the TSRP made use of the infrequently used approach of utilizing medical blood alcohol tests for prosecution.

A great deal of the TSRP efforts in FY2017 have been devoted to Nebraska's prosecution efforts in light of the United States Supreme Court decision in Birchfield. Throughout the year, the TSRP has provided guidance to Nebraska Law Enforcement agencies, officers and county attorney's regarding implementation of post-Birchfield investigations and prosecutions. In the course of prosecuting pre-Birchfield crimes in a post-Birchfield legal landscape, the TSRP advised

prosecutors across the state regarding the use of medical blood tests for prosecution of DUI/Motor Vehicle Homicide cases.

402-17-40	Project Night Life Expansion Omaha Police Department	Obligated/Expended \$139,240.00/\$123,396.30
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This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police officers regarding the Nebraska's graduated licensing provisions with special emphasis on teen impaired driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers. Project Night Life held 72 selective enforcement operations logging 1,728 hours of selective enforcement and related activity. A total of 4,523 citations were issued. Since the inception of the project in 2005 the fatal, A and B injury crashes have declined from 434 (driver ages 15-19) to 298 in 2016 for 31.3 percent reduction. Likewise the alcohol-related fatal, A and B injury crashes for the drivers, age 15-19, have declined from 18 in 2005 to 9 in 2016 for a 50 percent reduction.

402-17-41	Judicial/Prosecution Training/NDOT-HSO	Obligated/Expended \$50,000.00/\$9,543.73
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A grant was awarded to the Nebraska Supreme Court Office Judicial Branch Education to conduct a judges conference on "Impaired Driving Issues for Judges" sponsored by the National Judicial College. The conference covered topics on fundamentals of alcohol and drug testing; marijuana legalizations and related traffic issues; the Standardized Field Sobriety Test (SFST) information and demonstrations; elder driver issues; and self-represented litigants in traffic cases. There were 40 out of 50 county court judges in attendance for the 2-day training held in October 2016.

OCCUPANT PROTECTION PROGRAM AREA

402-17-03	Occupant Protection Program Coordination/NDOT-HSO	Obligated/Expended \$80,000.00/\$54,151.93
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This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska's motoring public and to increase use rates. As examples, HSO staff personnel attended the following: Child Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, and Drive Smart meetings, includes project monitoring and site visits.

402-17-04	Occupant Protection Public Information and Education/NDOT-HSO	Obligated/Expended \$525,000.00/\$510,545.57
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This project provided support to the HSO for the development/creation/production/implementation of occupant restraint/protection educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases.

- Produced/purchased and distributed occupant restraint/protection-related materials (brochures, posters, and other educational items). There were approximately 27,088 pieces of information requested and distributed, 82% of those materials went to HSO designated priority counties.
- Occupant restraint/protection DVDs available through the HSO free lending library (statewide).

- “Click It or Ticket” enforcement mobilization promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs.
- Placed occupant restraint/protection with a variety of vendors in order to reach a large male target, ages 18-34, through (University of Nebraska Sports, Nebraska Educational Television documentaries (“Nebraska Stories,” “Patchwork on the Plains,” “Painting the Legacy of Nebraska,” and “Tom Osborne: A Legacy Beyond the Game”), College World Series, Lincoln Pro Baseball (Saltdogs), Omaha Beef Football, radio (streaming, paid and earned), Nebraska Sheriff’s Association, Spring/Summer ad placement.
- Podcasts were implemented this year with two vendors: the *Brett Kane Show*, April – July, one CIOT advertisement prior to the daily podcasts and 180 radio ad placements between April – July, 2017; *The Bottom Line* (TBL), 480 mentions monthly, 960 radio placements over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page.
- This year AllOver Media was used to provide messaging about “Click It or Ticket,” during May – August, 2017. Fifteen trucks were wrapped and there were thirty-five gas stations (with pumps, gas nozzles wrapped and entry door signage) statewide. The trucks reached an estimated 63,000 impressions and the 35 gas stations reached an estimated 10,725,750 impressions across the state.

Obligated/Expended

**402-17-14 Road Safety Campaign – Employers and Employees Education Project \$73,400.00/\$72,798.31
Nebraska Safety Council**

The grant afforded the Nebraska Safety Council (NSC) the opportunity to hire a project coordinator to carry out a variety of tasks all related to traffic safety. The coordinator developed communications plan for outreach to NSC employers, including their employees, to increase awareness about road safety and the benefits to their organization, as well as employee safety. Produced evidence based presentations/training materials such as posters, fliers, infographic displays, PowerPoint presentations, social media, newspaper and radio ads and traditional media stories and articles to educate and raise awareness around road safety and the benefits to employers, employees, and families.

- The coordinator, implemented outreach to 100% of NSC current members in the priority target counties to determine who has implemented a road safety program, who is interested in developing a road safety program, and who would like information and support around the benefits of implementing a road safety program. Of those responding with interest, 60% had a current driver safety program, 40% did not. Forty percent currently require mandatory seat belt usage. Sixty percent have some sort of cell phone policy and 30 percent had no cell phone policy. Thirty percent had a partial distracted driving policy, while 50 percent had no such policy. Forty percent of respondents were interested in developing or expanding their current driver policy, 20% were not interested, and 20% were unclear as to the merits of a safe driver policy. Fifty percent showed an interest for help in developing a program.
- There were 115 educational presentations with employees through employer-sponsored events. These presentations included current, evidence-based information on occupant protection, distracted and defensive driving. Forty percent of these presentations occurred in the target counties. (46/115)
- Opportunity to consult and provide direct support to 23 employer organizations, 61% (14/23) of which were in the target counties, to support implementation of a road safety program. NSC also provided an annual membership to one employer in one of the HSO target counties. This employer has shown a proactive approach in preparing, and educating employees to be safe drivers. This membership was awarded at a ceremony in the local Chamber of Commerce quarters with a signed proclamation from the Governor and City Mayor and was reported by local media and the Chamber of Commerce.
- Increase reported restraint use for project period in targeted counties.

County	Priority Counties 2017	Priority Counties 2018	Percentage Points Increase
Adams	61.0%	73.9%	21.9%
Buffalo	73.0%	74.8%	1.8%
Dakota	65.5%	67.5%	2.0%
Dodge	75.7%	87.0%	11.3%
Madison	72.7%	78.8%	6.10%
Platte	69.5%	72.8%	3.30%

402-17-20	Buckle Up Custer County Central Nebraska Community Action	Obligated/Expended \$26,400.00/\$26,399.81
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Buckle-Up Custer County actively engaged Safe Communities for Custer County, local law enforcement, schools, and other community partners to carryout education and awareness activities and interventions. Additionally, Buckle-Up Custer County did work with communities to support law enforcement activity for speeding violations, occupant restraint systems/use and carry out child passenger safety seat inspections. Buckle Up Custer County carried out a variety of initiatives to increase seat belt usage:

- Worked with nine schools quarterly to distribute and inform about occupant protection and seat belt use.
- Held four car seat safety checks for the community members to ensure children are in the right seat.
- Carried out community education with 17 different activities (i.e., posters in local shops, schools and movie theaters, movie pre-roll about occupant protection, billboard, attended health fairs and farmer markets, Dairy Queen coupons handed out with law enforcement for wearing seat belts, ad placement at local café, and speed trailer used in Broken Bow).
- Media placed in local paper, press releases, billboards, and Facebook.
- Carried out two seat belt surveys (visual) with local law enforcement support.

402-17-28	Rural Road Safety Campaign Fillmore County Foundation	Obligated/Expended \$44,800.00/\$0.00
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The HSO did not award funding to this grant contract application for FY2017.

402-17-38	Click It Don't Risk It Coalition/NDOT-HSO	Obligated/Expended \$80,000.00/\$63,845.59
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A mini-grant was awarded to National Safety Council, Nebraska (NSCN) to provide occupant protection information and educational messaging to increase knowledge of the general public regarding the benefits of occupant restraints in all seating positions. Funding was used to develop a targeted and coordinated safety belt education campaigns in 12 designated counties. NSCN developed a 30 minute seat belt presentation for workplace and high schools, approximately 4,625 people were reached through 54 presentations. There were 11 billboards placed in 9 of the 12 counties (approximately 371,400 impressions weekly), there were radio ads placed and running between April-August too, including Spanish ads in targeted counties. NSCN developed rack cards that were distributed and reached over 7,000 (Healthy Kids Day April 2017, Super Safe Kids Program, and local businesses). NSCN used social media, Twitter, Facebook and LinkedIn to promote seat belt use, reaching approximately 138,000 annually. Seat belt safety checks were carried out at: Valero, Offutt Air Force Base, Lincoln Electric System, College of St. Mary and Rawhide Chemoil.

POLICE TRAFFIC SERVICES PROGRAM AREA

402-17-27	Traffic Selective Overtime/NDOT-HSO	Obligated/Expended \$250,000.00/\$238,488.77
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This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for traffic selective overtime enforcement and the National Click It or Ticket Mobilization. Sixty-five mini-grant contracts were awarded as follows; Police Departments – 26; Sheriff's Offices – 35; and Nebraska State Patrol – 4. These 65 contracts resulted in a total of 5,645 hours of selective traffic overtime enforcement, 520 seat belt citations, 168 impaired driving arrests, 2,904 speeding citations; 52 Minor in Possession citations and 94 open container citations. The total number of citations issued was 8,165 and 15,587 contacts were made.

TRAFFIC RECORDS PROGRAM AREA

402-17-30 **Traffic Records/NDOT-HSO** Obligated/Expended
\$10,000.00/\$2,281.25

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan which was finalized, published on May 18, 2017 and placed on the HSO website. Numerous traffic records support systems are in the planning phase to upgrade systems. A traffic records conference was funded from this project this fiscal year to prepare EMS staff for reporting updates.

402-17-31 **Computer System/NDOT-HSO** Obligated/Expended
\$5,000.00/\$2,088.32

This project supports the supplies, maintenance, and repair for the HSO computer-related equipment. This vital electronic equipment is used to enhance research, analysis, and record keeping capabilities of traffic safety issues.

DISTRACTED DRIVING PROGRAM AREA

402-17-13 **Distracted Driving Public Information and Education/NDOT-HSO** Obligated/Expended
\$94,000.00/\$56,837.33

This project supported the HSO for the development/creation/production of distracted educational messaging. It includes print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special distracted driving educational related equipment purchases. Three mini-grant awards issued in the project to the Nebraska Safety Council, NET Foundation for Television (NET TV), and Department Health and Human Services (DHHS). It provided funding to the Nebraska Safety Council for television/radio media campaigns airing a distracted driving message, 117 television commercials, reaching over 500,000 viewers over 3 months; internet and mobile banner ads reaching 120,000 impressions over 3 months. Another mini-grant award to the Department of Health and Human Services, Injury Prevention to fund a campaign to reduce youth-involved fatal, A and B crashes in the HSO target Counties. The grantee developed and disseminated tool kits and campaign materials for “*You had one job*” to the Drive Smart Nebraska Coalition (38) and the Teens in the Driver Seat High Schools (28). The four week campaign began in April, 248 radio ads – 185,800 impressions, 5 billboards – 520,452 impressions and movie pre-roll in selected communities – 177,100 impressions. The campaign continued through social media (Twitter, Facebook and Instagram) throughout September. New information cards on Graduated Driver’s License (GDL) were developed, printed and disseminated to high schools (28), Department of Motor Vehicles, and Highway Safety Office. Contract with NET Foundation for Television (NET TV) to place credits utilizing Click It or Ticket/Drive Sober or Get Pulled Over after the “Big Red Wrap Up” (April – September), to raise awareness and education with the general population. NET TV content reaches over 300,000 viewers and more than 80,000 NET radio listeners (i.e., Big Red Wrap Up, live streams, and social media) weekly.

IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

402-17-19 **Youth Public Information and Education/NDOT-HSO** Obligated/Expended
\$81,654.94/\$74,461.13

This project supported the HSO for the development/creation/production of youth-related (20 years of age and under) traffic safety-related educational messaging, materials, and education programs. Produced/purchased and distributed 4,423 youth-related traffic safety materials (brochures, posters, and other educational items) and 78% of the materials went to HSO priority counties as defined in FY2017. There was a new Graduated Driver’s License card developed and distributed to 26 “Teens in the Driver Seat” (TDS) schools and the Nebraska State Patrol, Community Service Troopers.

- The HSO contracted with Kramer Entertainment to provide “*Save A Life Tour*” to five Nebraska Schools (Washington, Cass, Otoe, Lancaster and Gage) reaching more than 1,479 students and faculty. The focus was specifically on impaired driving, distracted driving and occupant protection. Three of the five schools returned evaluation surveys and all of the schools were in HSO priority counties for FY2017.
- Nebraska Department of Health and Human Services (DHHS), Injury Prevention received an mini-grant contract

award to reduce injuries and injury-related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign in 28 high schools, to address teen driving behaviors; increase education and awareness around the laws and graduated licensing; and increase occupant restraint use. Seven schools actively participated in *Zero Crazy*, a seat belt activity with pre/post-test observations and messaging around the need to increase usage among teen drivers. DHHS, Injury Prevention was featured for TDS work in Education Development Center.

- Three mini-grants were awarded to Public High Schools to utilize Motivational Media (Gordon-Rushville, Malcom and Waverly) educational information on distracted driving and occupant protection. There were approximately 1,744 youth and adults reached in those three communities.
- The Drive Smart Nebraska Coalition, an ad hoc group, consists of 38 public and private partners, committed to using strategies developed, through mini-grants to develop tool kits, to reduce motor vehicle-related deaths and injuries (youth ages 20 and under). The tool kits focused on occupant protection and distracted driving. There were monthly social media posts for all members to utilize on Twitter, Facebook and Instagram. It is estimated that there were: 185,800 impressions – Radio, 177,100 impressions – movie pre-roll, and 520,452 impressions - billboards (across the state).
- HSO awarded a mini-grant to the UNK-Nebraska Safety Center to conduct educational outreach in the community to emphasize occupant protection. There were five educational opportunities carried out from June – September, reaching 484 youth and adults in Buffalo, Phelps, and Sarpy Counties.

402-17-21 Youth Program Coordination/NDOT-HSO Obligated/Expended
\$29,150.45/\$27,150.45

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit youth traffic safety-related program area grants and activities. The coordination and assistance provide an essential element in a successful youth traffic safety awareness program. The HSO staff attended/participated in the following highway safety seminars, conferences, workshops, meetings, and trainings: Project Extra Mile Youth training; Project Extra Mile Community Coalition meetings; Drive Smart Coalition meetings; and Nebraska Collegiate Consortium meetings. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants were processed in regards to youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Includes project monitoring and site visits.

402-17-23 Traffic Safety Program Coordination/NDOT-HSO Obligated/Expended
\$142,000.00/\$133,968.81

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, equipment inventory, and audit general traffic safety-related program area grants and activities (excluding the areas of alcohol, occupant restraints, youth, and speed). The coordination and assistance provide an essential element to traffic safety awareness programs. The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska Advocates for Highway Safety Meetings; NDOT Interagency Safety Committee meetings; Nebraska Operation Lifesaver Board and Committee meetings; NHTSA/GHSA webinars and meetings; and NHTSA Region 7 conference calls. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants related to traffic safety-related requests by law enforcement agencies, organizations, and schools were processed. Includes project monitoring and site visits.

402-17-24 Traffic Safety Public Information and Education/NDOT-HSO Obligated/Expended
\$78,599.56/\$78,599.56

This project supported funding for the development/creation/production/implementation of other general traffic safety issue educational messaging. It included print, electronic, and web-based media messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases. Funding was used for the Associated Press Wire Service, Universal Information Service (newspaper clippings), and brochures. The HSO partnered with Nebraska Operation Lifesaver to influence driver behavior concerning railroad crossings by providing printing of the “Rail Safety Tips for Hunters & Fishermen.” A contract with KOLN/KGIN TV displayed traffic safety messages and updates on website and station’s Twitter feed. Awarded three

mini-grants: (1) Nebraska DHHS Injury Prevention Program for a public information and education project to aid in the production of motor vehicle traffic fact sheets, social media messaging as deemed necessary, and to update website with pertinent traffic safety information; and (2) Nebraska Safety Council to conduct a statewide traffic safety public opinion survey of Nebraska drivers to for performance and baseline measures, and (3) provided funding for a speaker at the Road Ready Conference.

SPEED CONTROL PROGRAM AREA

402-17-32 Speed Program Coordination/NDOT-HSO Obligated/Expended
\$10,000.00/\$7,581.98

This project allocated funding to the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance, delivery and return of the HSO’s Speed Monitoring Trailer loaner units. Trailers were scheduled and delivery made to twenty-five different law enforcement agencies across the state. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring and site visits.

402-17-35 Speed Public Information and Education/NDOT-HSO Obligated/Expended
\$25,000.00/\$13,475.00

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. No activity or funding was provided for education awareness. The HSO’s loaner speed trailer was provided to twenty-five agencies to slow traffic and raise speed awareness. During FY2017, the trailer was used in 32 percent of the HSP target counties and 68% in non-target counties. Two new speed trailers were purchased during FY2017.

SPEED ENFORCEMENT PROGRAM AREA

402-17-26 Traffic Law Enforcement/Nebraska Crime Commission Obligated/Expended
\$101,486.00/\$69,530.20

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; two Standardized Field Sobriety Testing (SFST) classes (98 trained); two SFST Update classes were scheduled but cancelled due to lack of enrollment; three Radar Certification classes (141 trained); three LIDAR Certification classes (143 trained); two In-Car Camera Operation classes (93 trained); one Intermediate Crash Investigation class (10 trained); one Technical Crash Investigation Class (16 trained); one Advanced Crash Investigation class (25 trained); Level One CAD Zone class (cancelled); three Basic Crash Investigation classes (139 trained); and two Advanced Roadside Impaired Driving Enforcement classes (ARIDE) (26 trained). The radar recertification interactive CD training was distributed to law enforcement agencies. While the majority of the supported training involves, directly or indirectly, speeding activity, statewide training for preliminary and evidentiary breath testing instruments is also supported by this project, in part, because over 50% of the suspected drunk driving offenders are contacted for speed-related violations. Preliminary breath testing training was provided to 370 students; and, evidentiary breath testing training was provided to 560 students.

402-17-33 Speed Selective Overtime Enforcement/NDOT-HSO Obligated/Expended
\$100,000.00/\$53,217.92

This project provided funding to the HSO to award mini-grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference to the priority counties. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing speed-related fatal, A and B injury crashes. During the project period six mini-grant contracts were awarded as follows: Police Departments – 5; and

Sheriff's Offices – 1. These six mini grants resulted in a total of 906.25 hours of selective speed overtime enforcement, 325 seat belt citations, 5 impaired driving arrests and 1,951 speeding citations. The total number of citations issued was 3,750 and 5,367 contacts were made.

402-17-34 Speed Equipment/NDOT-HSO Obligated/Expended
\$60,149.25/\$60,149.25

This project allocated funding to the HSO to award mini-grants to state and local law enforcement, with preference to agencies in the priority counties, to assist with the purchase of new speed detection equipment to enforce posted speed limits as part of special enforcement operations. Additional consideration is given to those agencies in the "speed emphasis" counties to impact attitudes and driving behavior. During the project period 44 mini-grant contracts were awarded providing 67 radar units as follows: Police Departments – 20 contracts and Sheriff's Offices – 24 contracts. The 67 radar units that were awarded this fiscal year resulted in a total of 2,282 speeding citations and 4,063 speeding warnings.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

405b-17-09 Child Passenger Safety/Training/NDOT-HSO Obligated/Expended
\$60,000.00/\$42,677.26

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions). The HSO purchased Safe Ride News subscriptions for 18 instructors and 300 2017 LATCH manuals for the technicians. Nebraska has 393 certified CPS technicians, and 20 inspection stations, covering 56 of the 93 counties in the state. There were 125 technicians that recertified out of 195 eligible to recertify, representing 64.1% re-certification rate, compared to the national average of 57.8%. There were 182 technicians and/or instructors at the annual Update, April 19, 2017, in Lincoln, NE. CPS Technician trainings were held in: Grand Island, Norfolk, North Platte, Omaha, and Lincoln. There were 72 new techs certified at the 5 CPS Tech classes. One mini-grant was awarded to a CPST Instructor to attend the Kidz in Motion Conference in Denver, CO.

405b-17-10 Occupant Restraint Information Support/NDOT-HSO Obligated/Expended
\$150,000.00/\$117,006.44

This project supported the development/creation/production of occupant protection educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini-grants.

- Contracted with Broadcast House to carryout "Click It or Ticket" campaign messaging, 320 :15 second sports November on four stations, reaching 43,900 weekly and average age was 18-54.
- Contracted with AllOver Media to wrap 15 trucks for 3 months (November – January), 35 gas station pump tops for 2 months (November – December). There was a concerted effort to focus on the HSO priority counties with the CIOT campaign.
 - Contracted with the Omaha Storm Chasers, March through the baseball season, ad placement on the front inside cover of the program "Click It or Ticket", 142 radio ads, and public announcement during the game.
- Sheriff's Association, magazine publication of "Click It or Ticket" advertisement, Fall-Winter ad placement.
- Contracted with iHeart Radio for the month of May CIOT campaign, 160 :30 sec. ads and 160 :15 sec. ads placed
- One mini-grant awarded to Brain Injury Alliance NE, providing for four vinyl billboards in Adams, Lancaster, Saunders and Sarpy counties averaging 402,892 impressions weekly over 4 weeks. The billboard message was "He Was Buckled. He Survived."
- Mini-grant award to the Nebraska Safety Council to develop an occupant protection tool-kit for Drive Smart Nebraska coalition members to use throughout the fall, with an emphasis on teens and back to school. There were: 208 radio ads over 8 weeks reaching approximately 163,000 (ages 18-54), billboards placed (8 wks.) in Scotts Bluff, Madison, Platte and Thayer counties, movie pre-roll placed (5 wks.) in Dodge, Madison, Platte and Scotts Bluff counties, and social media posted along with three press conferences.
- One mini-grant to provide overtime for all Nebraska State Patrol (NSP) Troop areas across the state to conduct 72 educational activities, reaching 116,223 individuals. These activities utilized: the Seat Belt Simulator, Rollover

Simulator, Friday Night Lights, Trooper Buck and the T-shirt shooter. Primary focus on occupant protection education. The mini-grant supported 458 hours of community service education.

405b-17-12 **Child Passenger Safety/CSS Purchase/Distribution/NDOT-HSO** Obligated/Expended
\$28,700.00/\$28,700.00

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-to-date educational information for inspection stations, which serve as resources for parents/caregivers. Twelve mini-grants were awarded to: Three Rivers Health District, Mary Lanning Hospital, LinCKS, non-profit in Lincoln County, Chadron Community Hospital, CHI Health St. Elizabeth, Brodstone Hospital, Lincoln/Lancaster County Health Department, One World Community Health, Four Corners, St. Francis Inspection Station, and Children’s Hospital. Approximately 33 counties were provided seats to support families and caregivers. A total of 556 child safety seats were purchased for distribution to low income families and diverse populations.

405b-17-13 **Occupant Protection Special Initiatives/NDOT-HSO** Obligated/Expended
\$146,000.00/\$127,759.87

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini-grants. Additionally, as was required, an Occupant Protection Assessment was conducted in March with a final document outlining recommendations for the program.

- A mini-grant contract with Health Education Inc. provided funding for both the Nebraska annual safety belt and child safety seat observation surveys. As required, a copy of the “Nebraska Safety Belt Use 2017 Report Survey” was submitted to NHTSA. The safety belt use rate for 2017 was 85.9%, up from 83.3% the previous year. The child restraint usage rate was 97% in 2017 a 1.4% decrease from 2016. Health Education, Inc. carried out re-selection of observation sites using updated sampling frame data, as described in §1340.5(a) and meeting NHTSA standards.
- Provided a mini-grant to CHI Health Good Samaritan Hospital, Injury Prevention, to carry out educational occupant protection activities with teens in Buffalo County. Activities included: 650 “Live to See the Sunrise, Buckle Up” cards to 7 florist during prom/graduation, 2 billboards, multiple interviews during grant period and 156 posters to 13 schools in Buffalo, Dawson and Sherman Counties.
- Provided three mini-grants to provide overtime for all Nebraska State Patrol (NSP) Troop areas across the state to conduct 247 educational activities, reaching 101,360 individuals and disseminated over 45 press releases. These activities, conducted by NSP troopers, utilized: the Seat Belt Simulator, the Rollover Simulator, Friday Night Lights, Trooper Buck and the T-shirt shooter. These educational outreach methods were used to increase public awareness and education for young drivers, parents and the general public. Primary focus on occupant protection education. The mini-grant supported 1,366 hours of community service education overtime.
- Occupant Protection Assessment, Federal Requirement, was held on March 12-17, 2017. Six team members from across the country came to interview and conduct an assessment of Nebraska’s Occupant Protection Program. Final Occupant Protection Assessment document received, March 17, 2017.

405b-17-14 **Occupant Protection/Selective Overtime Enforcement/NDOT-HSO** Obligated/Expended
\$200,000.00/\$173,812.46

This project allocated funding for the HSO to award mini-grants to law enforcement agencies throughout the state to conduct occupant restraint selective overtime enforcement activities. Mini-grant contracts were awarded to police departments (22) and sheriff’s offices (29) and the Nebraska State Patrol (3) for the overtime salaries. These 54 contracts resulted in a total of 4,049 hours of selective seat belt overtime enforcement, 534 seat belt citations, 190 impaired driving arrests, 4,424 speeding citations, 7,388 total citations and 18,829 contacts.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

405c-17-01 E-Citations Automation Obligated/Expended
Nebraska Commission on Law Enforcement and Criminal Justice \$255,000.00/\$171,196.75

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies (Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic record data. The target of this project was to decrease lag time of crash location data from the current one year to less than 30 days. A second target is to increase the number of citations submitted electronically from the current 45% to 65% during the 12-month project period. A committee involving NSP, County Attorneys, NCC, and the Supreme Court met and developed the Administrative License Revocation (ALR) form, again took much of the grant lifecycle and NSP is now testing and finishing tweaks to the form and data submission process. It is in the process of being deployed by the NSP.

Results:

Implementing expanded data collection in TraCS and Sleuth has been underway throughout the year and the number of law enforcement agencies now electronically generating citations is about 40 and that includes the Nebraska State Patrol. Approximately 91 County Attorneys now receive NSP citations electronically (data and images) from NCJIS, eliminating the need for troopers to hand deliver them as well as reducing court/prosecutor data entry and speeding up the process. NCC has enhanced their effort to work more closely with all vendors to provide more local agencies with eCitations.

405c-17-06 Highway Safety Information System Database Rewrite Obligated/Expended
Nebraska Department of Transportation \$100,000.00/\$99,997.88

This internal support project was to improve the accuracy, accessibility, and completeness of Nebraska’s traffic data. This project will update the crash database to replace the current outdated system. The target of this project was to improve the crash data completeness to 100% Model Minimum Uniform Crash Criteria (MMUCC) version 4 compliant from the current approximate 50%. An additional target was 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.

Results:

A business deployment plan has been completed. Mapping of the new MMUCC 5 data elements and a business deployment plan has been completed. A Request for Proposal has been created to hire a vendor to create a new system.

405c-17-11 Nebraska Emergency Medical Services Data Quality Assessment Obligated/Expended
Nebraska Department of Health and Human Services \$37,954.00/\$20,959.23

Funding was provided to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) link to the Crash Outcome Data Evaluation System (CODES) database. This project links four database sources (crash, EMS, Hospital Discharge and death certificates). Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), Lincoln Fire and Rescue data base, and Omaha Fire and Rescue database. DHHS CODES program coordinates this project with the assistance of the DHHS Office of Health Statistics and the EMS program. This project accessed the 2015 and 2016 EMS data sets submitted by various EMS providers, Omaha Fire and Rescue Department, Lincoln Fire and Rescue Department, eNARSIS, and paper forms that were manually entered into eNARSIS.

The NEMSIS data format was updated from V.2 to V.3 during the year. The data analyst position was vacant for part of the year which also resulted in delays in processing the data. The vital signs summary report was completed and

presented to the EMS programs for areas or improvement. DHHS met with EMS data providers and discussed problems and strategies for improvements.

405c-17-14	Crash Outcome Data Evaluation System (CODES) Nebraska Department of Health and Human Services	Obligated/Expended \$170,003.00/\$85,132.37
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This project continues to support the DHHS to create a database linking crash, EMS, hospital discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes. Through this project all EMS services are encouraged to convert to the standard reporting systems – eNARSIS. DHHS was able to link the 2015 data from the four separate databases: Crash, EMS, Hospital Discharge Data (HDD) and Death Certificate after making some modifications of the linkage specifications. The data tables for the CODES Management Report were completed along with a State specific traffic safety Injury Severity and Restraint Use among Children Ages 6-8, Nebraska, 2011-2015. Data requests from the Nebraska injury prevention program, Safe Kids Nebraska, Nebraska Safety Council, Nebraska Occupational Health program, local health departments and state legislators were fulfilled. DHHS worked closely with Nebraska state epidemiologists, the Injury Community Planning Group, and the Drive Smart Nebraska Coalition in the efforts to the raise seat belt use rate and reduce motor vehicle crash injuries and deaths. A series of fact sheets have been produced focusing on different aspects of the issue (injury severity, costs, high risk population, pedestrian injuries, traumatic brain injuries etc.).

405c-17-15	E-CODE Data Quality Assessment and Improvement Nebraska Department of Health and Human Services	Obligated/Expended \$46,356.00/\$18,112.80
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This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement. The 2016 E-CODE data was submitted by the Nebraska Hospital Association to DHHS. A new data-set was developed by removing duplicated data from the raw hospital discharge data. The routine procedures for data cleaning and standardization were completed in December 2016 and June 2017. Descriptive statistical analyses were completed based on the new 2015 hospital discharge data. The SAS DDE (Dynamic Data Exchange) method is applied to the 2015 E-CODE data quality reports. Statistical results were obtained for each of 88 acute care hospitals, as well as the State as a whole.

405c-17-16	Traffic Records Program Coordination/NDOT-HSO	Obligated/Expended \$25,000.00/\$21,562.40
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This project allocated funds to the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate monitor, and audit traffic records program area grants and activities. This is an internal traffic records system support project to assist the HSO with the ability to support opportunities for HSO staff and other state/local agencies to assist in improving the linkage and automation of critical record systems, such as the crash records file. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and archaic technology. Funding was provided for time spent on project grants, e-Citations Automation, Highway Safety Information System Database Rewrite, Emergency Medical Services Data Quality Assessment, Crash Outcome Data Evaluation System, E-CODE Data Quality Assessment and Improvement. This grant also provides a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records capabilities. Two mini-grants were awarded DHHS, one to send three EMS staff to attend a meeting with the Image Trend staff to review the Nebraska eNARSIS software systems, held in Lakeville, MN, the mini-grant provided funds to send two individuals to attend the Image Trend Emergency Data Systems Conference in St. Paul, MN.

The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska CODES Advisory Committee meetings; Nebraska Traffic Records Coordinating Committee (TRCC) meetings and one employee attended the Traffic Records Forum in New Orleans, LA. Includes project monitoring and site visits.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

405d-17-02 In-Car Cameras/NDOT-HSO Obligated/Expended
\$275,000.00/\$258,963.25

This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer’s time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. During the project period, 50 mini-grant contracts were awarded providing 81 in-car camera systems as follows: Police Departments – 22 contracts and Sheriff’s Offices – 28 contracts. The 81 in-car cameras that were awarded were used in 4,771 traffic stops.

405d-17-03 Breath Testing Equipment/NDOT-HSO Obligated/Expended
\$100,000.00/\$67,750.00

The HSO awarded mini-grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. During the project period, 35 mini-grant contracts were awarded providing 136 PBT units as follows: Police Departments – 20 contracts; Sheriff’s Offices – 12 contracts. The 136 preliminary breath testing instruments that were awarded this fiscal year resulted in 1,850 breath tests being conducted. Also, during the project period, 10 mini-grant contracts were awarded providing partial funding for 10 evidentiary breath testing instruments as follows: Police Departments – 3 contract; and Sheriff’s Offices – 7 contracts. These ten evidentiary breath testing instruments that were awarded in FY2017 result in a total of 331 evidentiary breath tests being conducted.

405d-17-04 DRE/ARIDE Training and Recertification/NDOT-HSO Obligated/Expended
\$65,000.00/\$57,779.77

This project allocates funding for the HSO to administer Nebraska’s Drug Evaluation and Classification Program (DECP) and increase law enforcement’s ability to detect drug impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska’s DREs and prosecutors and funding assistance for Nebraska’s DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 2-Day Pre-School on September 26 & 27, 2017 with the DRE School scheduled in FY18. Seventeen DRE candidates completed the DRE Pre-School and will move on to the DRE School. The 2016 DRE in-service training was held on December 15, 2016, with one out-of-state presenter and three Nebraska presenters. Attendees included 88 Nebraska DREs, six deputy county attorneys and two toxicologists from the Nebraska State Patrol Crime Lab. This project also provided funding for an Instructor Development Course (IDC) to train additional DRE Instructors and SFST (Standardized Field Sobriety Testing) Instructors. The IDC was held on August 28 – September 1, 2017. Nineteen new SFST Instructors were trained and six new DRE Instructors were trained.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, ten mini-grants were awarded to 6 Police Departments, 2 Sheriff’s Offices, the Nebraska State Patrol and one County Attorney’s Office. Seven DRE Instructors, 12 DREs and two Deputy County Attorneys were provided funding assistance to attend the “23rd Annual IACP DRE Conference on Drugs, Alcohol and Impaired Driving” held in National Harbor, Maryland on August 12 – 14, 2017. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska. Twelve ARIDE classes were held training 159 officers.

405d-17-05 Alcohol Selective Overtime/NDOT-HSO

Obligated/Expended
\$155,000.00/\$100,513.44

This project provided funding for the HSO to award mini-grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. There were 25 mini-grant contracts awarded as follows: Police Departments – 11; Sheriff’s Offices – 3; and, Nebraska State Patrol – 11. These 25 mini-grant contracts resulted in a total of 2,018.5 hours of selective alcohol overtime enforcement, 76 seat belt citations, 93 impaired driving arrests, 623 speeding citations, 27 open container citations, 85 minor in possession citations and 1,821 total citations. The agencies conducting compliance checks visited 256 businesses with 10 being non-compliant and selling alcohol to underage individuals. Those 10 businesses were issued citations. Eighteen checkpoints were conducted by the Nebraska State Patrol.

405d-17-06 Alcohol Public Information and Education/NDOT-HSO

Obligated/Expended
\$606,660.00/\$606,449.19

This project provided funding to the HSO for the development/creation/production of educational messaging for impaired driving. It included print and electronic messaging, multimedia campaigns (including paid media), local agency/organization mini-grants, and special educational related equipment purchases. Provided funding for mini-grant contracts/agreements targeting alcohol-related problems:

- HSO approved a mini-grant for the Bellevue Police Department to purchase Fatal Vision Alcohol & Marijuana Simulation Event Kits. These kits will be used to educate local youth and adults on the dangers of impaired driving and activities in an effort to reduce serious injury and fatal crashes.
- NDOT Highway Safety Office (HSO) contracted with **IMG College, LLC** for a sports marketing sponsorship of the Pinnacle Bank Arena Founding Partner



that includes Logo recognition in Arena, 1 sponsor event each year, premium vendor space at the arena and banners, 24 main concourse signs, video board recognition, LED board signage, public address announcements and signage in the garages at the arena.

- HSO contracted with **IMG College, LLC** for an annual sports marketing sponsorship with UNL Athletics. This will be split with the Occupant Protection PI&E project. The sponsorship included live impaired driving read messages, radio commercials, sports show sponsorship designation and sports arena signage and event inclusion.

405d-17-07 Special Alcohol Enforcement Initiatives and Equipment/NDOT-HSO

Obligated/Expended
\$10,000.00/\$0.00

The HSO did not provide funding for projects out of this grant during FY2017.

**405d-17-08 Felony Motor Vehicle Prosecution Unit
Douglas County Attorney’s Office**

Obligated/Expended
\$188,500.00/\$188,500.00

The grant award provides assistance to the Douglas County Attorney’s Office to support a Felony Motor Vehicle Prosecution Unit (FMVPU) to consolidate felony motor vehicle cases for prosecution by specialized experienced attorneys. In addition to maintaining a full case load, the FMVP Unit provided ongoing training to law enforcement,

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

- From October 1, 2016 through September 1, 2017 the Douglas County Attorney’s Office charged the following felony motor vehicle charges (Felony DUI, Operating during Revocation, MVH, Ignition Interlock and misdemeanor MVH): 367 (open & closed), 117 (new open) for a total of 484 resulting in 353 (96%) convictions, 286 Felony and 67 Misdemeanors.
- The overall conviction rate for Motor Vehicle Offenses increased from 91.3% during October 1, 2015 to September 30, 2016 to 96% from October 1, 2016 to September 30, 2017.
- The overall felony conviction rate remained at 81% from October 1, 2016 to September 30, 2017.
- The overall DUI conviction declined from 98% to 97% in October 1, 2016 to September 30, 2017.
- The DUI felony conviction rate declined from 78% to 73% from October 1, 2016 to September 30, 2017.
- HSO provided funding for an expert witness to testify with respect to the airbag control module data that was downloaded and used in a jury trial. The expert witness provided compelling testimony in the field of airbag control module data.

		Obligated/Expended
405d-17-09	Support of Evidence Based Environmental Strategies/NDOT-HSO	\$350,000.00/\$284,611.24

This project supports community based programs that employ environmental strategies to reduce underage drinking, over service to intoxicated persons, binge drinking, and impaired driving in counties throughout Nebraska. The grant was awarded to Project Extra Mile (PEM), Inc. to develop and systematically work within the communities to provide continual assistance and guidelines in environmental strategies and a sound base of operation and personnel. This grant was provided as a means of a central contact for community based ideas and structure to affect community change and a voice to reduce illegal access and consumption of alcoholic beverages to underage people, thereby reducing underage drinking and driving.

- Work group met to discuss Nebraska Liquor Control Commission’s annual legislature letter, 2017 legislative session and related policies and reviewed proposed local and state policies on full dram shop and activities devoted to ending alcohol sales in Whiteclay, Nebraska.
- In November 2016, the PEM Board of Directors voted to approve a position calling for a ban on alcohol sales in Whiteclay, Nebraska.
- The Nebraska Alcohol Policy Alliance, led by Project Extra Mile, met in February and April of 2017. Subjects discussed issues which included the 2017 legislative session and Whiteclay liquor license hearing.
- Disseminated a monthly newsletter, 15,600 were distributed over the funding period.
- Provided educational materials, approximately 3,500, that included: “we want you back” campaign materials and letters, “No Free Ride” campaign materials.
- Sent letters and youth alcohol law information to retail liquor license holders across the state, approximately 4,707 retailers were reached.
- Worked with the Nebraska Broadcasters Association to produce public service announcements supporting the “No Free Ride” campaign. From April-June 2017, 1,657 TV ads aired statewide and 15,832 radio ads aired statewide from July–September 2017.
- Held quarterly compliance checks with law enforcement officials reaching over 254 retail establishments. A decision was made to reduce the number of checks to protect the Cooperating Individuals (CI’s).
- PEM held two work groups with law enforcement in December 2016 and March 2017. Meetings provided a platform for reviewing and improving compliance check operations and building collaboration and partnerships with law enforcement and the community. The outcome to hold fewer checks per night, less time for a retailer to contact other businesses that compliance checks are taking place. This allows for a more accurate measure of the local non-compliant rate.
- PEM held 10 coalition meetings in the Omaha/Metro area with a range of topics. These coalition meetings are used to inform and educate about youth alcohol laws, build relationships in the community and local city/county officials.
- PEM hosted four one-day law enforcement trainings on preventing and reducing alcohol-related harms through sobriety checkpoints on October 4-5, 2016 and September 20-21, 2017. A total of 67 participants attended the training representing 39 Nebraska law enforcement agencies from across the state.
- The annual leadership conference was cancelled due to the student’s schedules and change in PEM staffing.

405d-17-10 24/7 Sobriety Program
Douglas County Corrections Department of Corrections

Obligated/Expended
\$192,500.00/\$15,088.53

The 24/7 Sobriety Program is a pilot program with a target is to reduce alcohol-related traffic crashes and fatalities in Douglas County by reducing the number of repeat DUI arrests. The program includes participants who have been charged with a DUI 2nd offense or above with the 24/7 program required as a condition of bond or probation. This project is set up to ensure compliance with sanctions for those participants who test positive for alcohol at twice daily breath testing or the use of a SCRAM bracelet. They immediately detain program violators in accordance with the court order for participation in the 24/7 program. First-time violators will be detained for 12 hours at the Douglas County Department of Corrections (DCDC). Second-time violators will be detained for 24 hours at the DCDC. Third-time and subsequent violators will have their bond revoked, and will be detained at the DCDC until such time as they can appear before a judge.

Douglas County updated recidivism results during the current grant cycle results are as follows:

- Douglas County reviewed records of participants who had completed the program by May 31, 2016, allowing for a minimum of one year to pass to be included in this review.
- 278 participants had completed the program by May 31, 2016.
- A review of local Douglas County data as well as statewide data in NCJIS revealed 13 individuals had been charged with new DUI offenses since completing the program.
 - Six individuals completed the program 12-24 months prior to their new offense.
 - Seven individuals completed the program 24-36 months prior to their new offense.
- The 12-24 month recidivism rate is 3.6%
- The 24-36 month recidivism rate is 6.2%

Program sanctions have been administered per program rules on all occasions when a participant has been in violation of program expectations. Douglas County maintained four part-time Sobriety Technicians to conduct breathe testing and conduct other routine program functions. Douglas County also provides a Corrections Officer to provide security and return any program violators to custody in accordance with program sanctions and 1 part-time Program Administrator to coordinate staff and administrative duties.

Program statistics below:

FY2017	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Year
Beginning of month population	82	91	88	99	109	104	99	91	100	89	98	86	
Number of new placements	16	21	24	23	11	22	20	34	15	22	14	38	260
Number completing program	7	24	13	13	16	27	28	25	26	13	26	26	244
End of month population	91	88	88	109	104	99	91	100	89	98	86	98	
# of breath test violations	6	9	5	5	13	8	7	7	10	16	11	8	105
# of SCRAM violations	0	0	0	0	0	0	0	0	2	0	2	1	5
# of test 'no shows'	4	5	5	5	10	11	10	10	11	17	6	15	109
# jailed for 12 hours	4	6	3	2	10	3	4	10	4	11	5	5	67
# jailed for 24 hours	2	2	2	2	7	4	1	3	4	3	3	2	35
Number jailed & referred to court	0	1	0	1	0	1	2	1	2	2	3	1	14

405d-17-11 Nebraska State Patrol Toxicology Services
Nebraska State Patrol

Obligated/Expended
\$66,800.00/\$64,620.95

This project provided funding to staff one full time forensic scientist at the Nebraska State Patrol Crime Laboratory to complete analysis of urine samples received from all Nebraska law enforcement agencies for drug impaired driving arrests. In October of 2016, the average number of days to complete analysis of urine samples was 141.23. Once the forensic scientist began independent casework the number of days to complete analysis steadily began to decrease. The average number of days from April to September of 2017 was 37.68.

SECTION 405e – DISTRACTED DRIVING PROGRAMS

405e-17-01	Distracted Driving/Public Information and Education/NDOT-HSO	Obligated/Expended \$50,000.00/\$13,547.15
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The funding in this project supported a mini-grant to the Department of Health and Human Services, Injury Prevention Program to carry out public information and educational outreach in the 22 priority counties (as defined by HSO). Distracted driving educational collateral materials that were produced included: graphic design for signage, social media placement on a variety of platforms (Twitter, Facebook and Instagram). Primary audience target was teens, tweens and parents. Additional market audience included the 33 active “Teens in the Driver Seat” schools.

405e-17-02	Distracted Driving/Selective Overtime Enforcement/NDOT-HSO	Obligated/Expended \$50,000.00/\$10,812.89
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This project provided funding to the HSO to award mini-grants for selective overtime distracted driving enforcement to state and local law enforcement agencies. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing distracted driving-related fatal, A and B injury crashes. During the project period two mini-grant contracts were awarded as follows: Police Departments – 1; and Sheriff’s Offices – 1. These two mini grants resulted in a total of 193.5 hours of selective distracted driving overtime enforcement, 0 seat belt citations, 0 impaired driving arrests and 16 speeding citations. The total number of citations issued was 35.

SECTION 405f – MOTORCYCLIST SAFETY GRANT

405f-17-01	Motorcycle Public Information and Education/NDOT-HSO	Obligated/Expended \$45,000.00/\$22,283.74
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This project provided support to the HSO for the State’s annual membership fee for the National Association of State Motorcycle Safety Administrators (SMSA). In July 2017, a floor standing trade show display board was purchased to provide public information on motorcycle safety in a Nebraska historical motorcycle museum. In August 2017, a motorcycle safety awareness initiative through the HSO provided funding to place the safety message “Watch for Motorcycles Everywhere Look Left, Look Right and Left Again” on ten trucks. The trucks traveled statewide on Nebraska roads for 10 weeks August through October 2017. The campaign resulted in an estimated 25,400,000 impressions.

405f-17-02	Motorcycle Training Assistance/NDOT-HSO	Obligated/Expended \$30,000.00/\$19,880.92
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This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) who conducted two motorcycle update training courses for 30 certified course instructors. The DMV held one new Motorcycle Instructor Training adding eight new instructors. Three motorcycle instructors conducted Quality Assurance Visits (QAV) at nine motorcycle training sites across the state. Jeff Ferguson became certified a Motorcycle Safety Foundation instructor on April 2, 2017. Jeff also attended the International Education and Training System Conference in Columbus, OH on September 21-23, 2017.

1906 RACIAL PROFILING COLLECTION GRANT

1906-17-01	Improving Data Collection Methods/NDOT-HSO	Obligated/Expended \$260,000.00/\$0.00
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This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial data related to Nebraska traffic stops. Local entities are able to apply for mini-grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time. As a result of the delay in the funding awarded, there were no activities or expenses from this project during this fiscal year.

1906-17-02 Review and Analysis of Collected Data/NDOT-HSO

Obligated/Expended
\$36,000.00/\$0.00

This project is to provide funding support for the Nebraska Crime Commission to enhance their ability to analyze the annually collected traffic stop racial profiling data and to improve the annual reporting on the agency website. In addition, local agencies could apply for mini-grants to assist them in generating local analysis reports for their own use. As a result of the delay in the funding awarded, there were not activities or expenses from this project during this fiscal year.

OTHER FUNDING

FORD Driving Skills for Life/NDOT-HSO

Obligated/Expended
\$15,000.00/\$6,694.74

This project funding was awarded from the Ford Motor Company Fund administered through the Governors Highway Safety Association (GHSA) to provide newly licensed teens (age 16 through 20) with additional skills for safe driving beyond what they learn in standard driver education programs.

The Nebraska Department of Transportation (NDOT) Highway Safety Office, with the assistance of many volunteers from the public and private sector, provided 29 Nebraska teens with more information about safe driving. The participants drove courses, operated simulators to demonstrate impaired and distracted driving, and experts provided information about seat belts, sharing the road with commercial vehicles, and other safe driving practices.

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Nebraska Department of Transportation Highway Safety Office

Nebraska Department of Transportation - Highway Safety Office
P.O. Box 94612
5001 South 14th
Lincoln, Nebraska 68509
402/471-2515
Fax: 402/471-3865

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