

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



October 1, 2017 – September 30, 2018



Nebraska Department of Transportation  
Highway Safety Office  
P.O. Box 94612, Lincoln NE 68509  
[www.roads.nebraska.gov/safety/hso/](http://www.roads.nebraska.gov/safety/hso/)

# **STATE OF NEBRASKA**

## **"Performance-Based" Strategic Traffic Safety Plan**

**October 1, 2017  
through  
September 30, 2018**

**Pete Ricketts/Governor**

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

**Fred E Zwonechek,  
Nebraska Highway Safety Administrator**

**Highway Safety Office**

P.O. Box 94612

Lincoln, Nebraska 68509

402/471-2515

FAX 402/471-3865

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

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## INTRODUCTION

### Mission Statement

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

### Executive Summary

The Nebraska Department of Transportation Highway Safety Office (HSO) as July 1, 2017, formerly known as the Nebraska Department of Roads, is responsible for developing and implementing effective strategies to reduce the state's traffic injuries and fatalities and traffic related injury and fatality rates. These strategies may take the form of the stand-alone projects and activities or more comprehensive long-term programs. Traditional, innovative, and evidence-based strategies are utilized.

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

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

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

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

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

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

The HSO is a federal grant program Section of the Division of Traffic Engineering of the Nebraska Department of Transportation. The federal fiscal year runs from the period of October 1 through September 30. The HSO is submitting the fiscal year 2018 (FY2018) HSP document utilizing the

"performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405/1906 State and Community Highway Safety Projects by Program Area for FY2018, additional Highway Safety Funding. Additional sections provide the required federal States 402/405/1906 Certifications and Assurances and include the FY2018 Section 402/405/1906 Obligation Cost Summary.

The HSP funding application will be used to address the following priority traffic safety issues under the Section 402 Section. In addition, applications are included for Section 405 areas where the State of Nebraska was eligible to submit applications and for Section 1906, the racial profiling data collection grant:

- **Section 402 State Highway Safety Program Grant** priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.
- **Section 405** Application (23 U.S.C. 405)
  - **Occupant Protection Grant** (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and overtime awards for law enforcement agencies.
  - **State Traffic Safety Information System Improvements Grant** (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
  - **Impaired Driving Countermeasures Grant** (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
  - **Distracted Driving Grant** (405e: 23 CFR § 1300.24) funds are used to reduce distracted driving in traffic crashes.
  - **Motorcyclist Safety Grant** (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.
- **Section 1906** Application (23 CFR § 1300.28)
  - **Racial Profiling Data Collection Grant** will provide law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection and prompt reporting of the required traffic stop data.

### **Maintenance of Effort (MOE) Requirement**

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

Nebraska's most recent MOE calculation (FY2016) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as was the requirement at the time of submission under MAP 21. On March 16, 2017,

HSO submitted the State's FY2016 MOE, as required, to NHTSA. On March 28, 2017, the Nebraska FY2016 MOE Summary Calculations were accepted by NHTSA. On June 12, 2017, NHTSA approved the Nebraska MOE lead agency as the Department of Roads, soon to be Nebraska Department of Transportation on July 1, 2017.

## Legislation

During the years 2009-2016, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- January 1, 2009 Ignition Interlock Law
- April 22, 2009 Additional Condition for Double Fines in Work Zone
- May 29, 2009 Office of Highway Safety Moved to Department of Roads
- August 30, 2009 Move Over Law
- July 14, 2010 Requirements for Drivers Failing to Pass Driver's Tests
- July 15, 2010 Banned Texting While Driving
- August 26, 2011 Medical Examiner's Certificate for Commercial Driver's License
- January 1, 2012 Enhanced Ignition Interlock Law
- July 19, 2012 Provides Bicycles with 3 foot clearance by motorists passing
- July 1, 2013 Enhanced Ignition Interlock Law (mandatory 45 day license suspension)
- May 27, 2015 Allow Pedal-Pub Vehicles permitted to have license to sell alcohol and passenger to consume
- August 28, 2015 Create new Auto-Cycle Vehicle definition and public roadway use
- July 25, 2016 Clarifies right of way when bicycles and pedestrians cross roadways while using a path designed for pedestrians/bikes

## State Demographic Analysis

Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,907,116 on July 1, 2016, a 4.24% increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 89 percent of the population is white, 5 percent black and 10 percent Hispanic. According to the Census, 25 percent of the population is under 18 years of age, 61 percent is between the ages of 18 and 65 and more than 14 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2016 there were 1,443,062 licensed drivers and 2,421,231 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 17 daily and 153 weeklies newspapers, electronic media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

## Highway Safety Planning Process

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



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

### HSP Flowchart



## HSP Program Planning Calendar

<b>November - December</b>	Debrief the previous year's programs, crash data, State and national priorities, update problem identification, and set performance targets with HSO staff. Work on problem identification for specific geographical and demographic priority areas. Coordinate data and problem identification with the State's HSP.
<b>January – February</b>	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on website.
<b>March – April</b>	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
<b>May</b>	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review and rating.
<b>June</b>	Draft the HSP including the Sections 402, 405 and 1906 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
<b>July</b>	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
<b>August – September</b>	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
<b>October</b>	Implement grants and contracts. Begin to collect information for the FY2018 Annual Report.

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

### Process and Data Description

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

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

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

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

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

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

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

## **Highway Safety Partnerships**

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

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

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

- Nebraska Hospital Association,
- Nebraska Nurses Association,
- Nebraska Department of Health and Human Services (DHHS),
- Nebraska Department of Education, and
- Nebraska State Patrol (NSP)

Over 200 Sheriff's Offices and Police Departments,  
Nebraska Game & Parks Enforcement Division, and  
Bryan Health Independence Center Advisory Committee  
Four Corners Health Department,  
Lincoln/Lancaster County Health Department,  
Three Rivers Health Department, and  
Sarpy/Cass Health Department.

Non-profit organizations:

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

Professional associations:

Nebraska County Attorney's Association,  
Nebraska Trucking Association,  
Nebraska State Troopers Association, and  
Nebraska Medical Association

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

Among the other groups that contribute are:

Agriculture Safety Council of Nebraska,  
City of Omaha Prosecutor's Office,  
Douglas County Attorney's Office,  
DHHS CODES Data Management Team,  
Drive Smart Nebraska Coalition,  
Health Education Inc.,  
Injury Prevention Planning Group,  
Nebraska AAA Foundation,  
Nebraska Collegiate Consortium,  
Nebraska Operation Lifesaver Committee,  
Nebraska DHHS Preventive Health Advisory Committee,  
Nebraska Transportation Coalition,  
Nebraska Impaired Driving Task Force,  
Project Extra Mile,  
Students Against Destructive Decisions, and  
Traffic Records Coordinating Committee.

## Traffic Safety Performance Measures

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

### OUTCOME MEASURES:

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

### BEHAVIOR MEASURE:

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

### ACTIVITY MEASURES:

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

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

## Traffic Safety Performance Trends and Targets

							Projections			
	PERFORMANCE MEASURES		2011	2012	2013	2014	2015	2016	2017	2018
C-1	Traffic Fatalities*++	Annual	181	212	211	225	246	218		
		5-Year Rolling Average	212	203	203	204	215	222.4	222.5	228.5
C-2	Serious Traffic Injuries**	Annual	1,768	1,661	1,536	1,620	1,520	1,588		
		5-Year Rolling Average	1,859	1,796	1,732	1,667	1,621	1,585.0	1,536.6	1,520.4
C-3	Fatalities per VMT*++	Annual	0.95	1.10	1.09	1.15	1.22	1.05		
		5-Year Rolling Average	1.10	1.06	1.05	1.05	1.10	1.122	1.100	1.117
C-4	Unrestrained Passenger Vehicle Occupant Fatalities*	Annual	79	102	105	95	118			
		5-Year Rolling Average	96	92	95	92	100	97	98	99
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)*+	Annual	45	73	60	60	65			
		5-Year Rolling Average	59	58	59	58	61	60	59	59
C-6	Speeding-Related Fatalities*+	Annual	33	44	39	49	37			
		5-Year Rolling Average	35	35	36	40	40	40	40	39
C-7	Motorcyclist Fatalities*++	Annual	23	22	14	20	25			
		5-Year Rolling Average	17	19	18	19	21	21	20	20
C-8	Unhelmeted Motorcyclist Fatalities*	Annual	2	1	1	1	4			
		5-Year Rolling Average	3	2	2	1	2	1	1	0
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	27	38	39	34	39			
		5-Year Rolling Average	47	41	39	35	35	31	28	25
C-10	Pedestrian Fatalities*+	Annual	7	15	12	9	19			
		5-Year Rolling Average	7	9	10	10	12	12	12	12
C-11	Bicyclist Fatalities*	Annual	2	0	0	2	4			
		5-Year Rolling Average	2	1	1	1	2	1	1	1
CORE BEHAVIOR MEASURE										
B-1	Seat Belt Use***	Annual	84.2%	78.6%	79.1%	79.0%	79.6%	83.3%	84.8%	86.3%
ACTIVITY PERFORMANCE MEASURES										
A-1	Safety Belt Citations	Annual	4,051	3,178	3,030	2,790	1,914	1,837	N/A	N/A
A-2	Alcohol Impaired Driving Arrests	Annual	2,205	2,611	2,599	1,301	775	1,183	N/A	N/A
A-3	Speeding Citations	Annual	29,777	19,097	20,105	17,415	15,513	22,788	N/A	N/A
FATAL, A AND B INJURY CRASH TARGETS										
	Fatal, A and B Crashes**	Annual	4,998	4,915	4,713	4,648	4,948			
		5-Year Rolling Average	5,351	5,168	5,008	4,860	4,844	4,650	4,518	4,386
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	610	653	550	576	567			
		5-Year Rolling Average	643	631	604	594	591	570	556	542
	Speed-Related Fatal, A and B Crashes**	Annual	374	290	334	339	250			
		5-Year Rolling Average	437	388	375	358	317	294	267	240
	Youth-Involved Fatal, A and B Crashes**	Annual	1,414	1,402	1,300	1,246	1,343			
		5-Year Rolling Average	1,686	1,572	1,487	1,388	1,341	1,233	1,145	1,058
	All Other Factors, Fatal, A and B Crashes**	Annual	4,014	3,972	3,829	3,733	4,131			
		5-Year Rolling Average	4,271	4,148	4,028	3,908	3,936	3,756	3,627	3,499
	#Distracted Driver, Fatal, A and B Crashes**	Annual	729	791	751	798	897			
		5-Year Rolling Average	738	746	750	753	793	791	803	815
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**	Annual	36	53	66	58	77			
		5-Year Rolling Average	50	47	51	52	58	58	60	62

Source: \*FARS, \*\*Nebraska State Crash Data, \*\*\*Nebraska Safety Belt Use Report

~ Actual Numbers

N/A - Not Applicable

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

+Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018. In order to stop the trend, a one percent decrease was applied to each year.

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

++ 2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.

## Traffic Safety Performance (Core Outcome) Measures and Projections

Performance Measure Identifier		Year					Projection		
		2011	2012	2013	2014	2015	2016	2017	2018
C-1	Traffic Fatalities++	181	212	211	225	246	222.4	222.5	228.5
C-2	Serious Traffic Injuries^	1,768	1,661	1,536	1,620	1,520	1585.0	1536.6	1520.4
C-3	Fatalities Per 100 million VMT++	0.95	1.10	1.09	1.15	1.22	1.122	1.100	1.117
C-4	Occupant Fatalities	79	102	105	95	118	97	98	99
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)**+	45	73	60	60	65	60	59	59
C-6	Speeding-Related Fatalities	33	44	39	49	37	40	40	39
C-7	Motorcyclist Fatalities+	23	22	14	20	25	21	20	20
C-8	Unhelmeted Motorcyclist Fatalities	2	1	1	1	4	1	1	0
C-9	Drivers Age 20 and Younger in Fatal Crashes	27	38	39	34	39	31	28	25
C-10	Pedestrian Fatalities+	7	15	12	9	19	12	12	12
C-11	Bicyclist and Other Cyclist Fatalities	2	0	0	2	4	1	1	1
B-1	Observed Seat Belt Use~	84.2	78.6	79.1	79.0	79.6	83.3	84.8	86.3
<p>~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS)                      +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018. In order to stop the trend, a one percent reduction was applied to each year.                      ++ 2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.                      *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p>									
Activity Performance Measures~		2011	2012	2013	2014	2015	2016	2017	2018
A-1	Safety Belt Citations Issued During Grant Funded Enforcement Activities (FY)	4,051	3,178	3,030	2,790	1,914	1,837	No Goals	No Goals
A-2	Alcohol Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FY)	2,205	2,611	2,599	1,301	775	1,183	No Goals	No Goals
A-3	Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)	29,777	19,097	20,105	17,415	15,513	22,788	No Goals	No Goals
~Source: NDOR-HSO - Annual Grant Reports									
Fatal, A and B Injury Crash Targets		2011	2012	2013	2014	2015	2016	2017	2018
Fatal, A and B Injury Crashes		4,998	4,915	4,713	4,648	4,948	4,650	4,518	4,386
Alcohol-Impaired Fatal, A and B Injury Crashes		610	653	550	576	567	570	556	542
Speed-Related Fatal, A and B Injury Crashes		374	290	334	339	250	294	267	240
Youth-Involved Fatal, A and B Injury Crashes		1,414	1,402	1,300	1,246	1,343	1,233	1,145	1,058
All Other Factors - Fatal, A and B Injury Crashes		4,014	3,972	3,829	3,733	4,131	3,756	3,627	3,499
**Distracted Driver Fatal, A and B Injury Crashes		729	791	751	798	897	791	803	815
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes		36	53	66	58	77	58	60	62
<p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOR                      **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>									

## Traffic Safety Core Performance Measures, Targets and Program Area Report

<b>C-1</b>	<b>Traffic Fatalities (FARS)++</b>
	To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
<b>C-2</b>	<b>Serious Traffic Injuries (State Crash Data)</b>
	To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
<b>C-3</b>	<b>Fatalities/VMT (FARS/FHWA)++</b>
	To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.
<b>C-4</b>	<b>Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)</b>
	To reduce unrestrained passenger vehicle occupant fatalities, in all seating positions by 1.0 percent from 100 (2011 - 2015 rolling average) to 99, based on past trends, by December 31, 2018.
<b>C-5</b>	<b>Alcohol-Impaired Driving Fatalities (FARS)+</b>
	To reduce alcohol-impaired driving fatalities to 3.3 percent from 61 (2011 - 2015 rolling average) to 59, based on past trends, by December 31, 2018.
<b>C-6</b>	<b>Speeding-Related Fatalities (FARS)</b>
	To reduce speeding-related fatalities by 2.5 percent from 40 (2011 - 2015 rolling average) to 39, based on past trends, by December 31, 2018.
<b>C-7</b>	<b>Motorcyclist Fatalities (FARS)+</b>
	To reduce motorcyclist fatalities to 4.8 percent from 21 (2011 - 2015 rolling average) to 20, based on past trends, by December 31, 2018.
<b>C-8</b>	<b>Unhelmeted Motorcyclist Fatalities (FARS)</b>
	To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 2 (2011 - 2015 rolling average) to 0, based on past trends, by December 31, 2018.
<b>C-9</b>	<b>Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</b>
	To reduce drivers age 20 and younger involved in fatal crashes by 28.6 percent from 35 (2011 - 2015 rolling average) to 25, based on past trends, by December 31, 2018.
<b>C-10</b>	<b>Pedestrian Fatalities (FARS)+</b>
	To hold steady pedestrian fatalities to 0.0 percent from 12 (2011 - 2015 rolling average) to 12, based on past trends, by December 31, 2018.
<b>C-11</b>	<b>Bicyclist Fatalities (FARS)</b>
	To reduce bicyclist fatalities by 50 percent from 2 (2011 - 2015 rolling average) to 1, based on past trends, by December 31, 2018.
<b>B-1</b>	<b>Seat Belt Use Rate (Observed Seat Belt Use Survey)</b>
	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2016 calendar year usage rate 83.3 percent to 86.3 percent by December 31, 2018.



<b>HSO - FATAL, A AND B INJURY CRASH TARGETS</b>	
	<p><b>Fatal, A and B Crashes (State Crash Data)</b></p> <p>Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 rolling average) to 4,386, based on past trends, by December 31, 2018.</p>
	<p><b>Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)</b></p> <p>Reduce alcohol-impaired fatal, A and B crashes by 8.3 percent from 591 (2011 - 2015 rolling average) to 542, based on past trends, by December 31, 2018.</p>
	<p><b>Speed-Related Fatal, A and B Crashes (State Crash Data)</b></p> <p>Reduce speed-related fatal, A and B crashes by 24.3 percent from 317 (2011 - 2015 rolling average) to 240, based on past trends, by December 31, 2018.</p>
	<p><b>Youth-Involved Fatal, A and B Crashes (State Crash Data)</b></p> <p>Reduce youth-involved fatal, A and B crashes by 21.1 percent from 1,341 (2011 - 2015 rolling average) to 1,058, based on past trends, by December 31, 2018.</p>
	<p><b>All Other Factors, Fatal, A and B Crashes (State Crash Data)</b></p> <p>Reduce all other factors, fatal, A and B crashes by 11.1 percent from 3,936 (2011 - 2015 rolling average) to 3,499, based on past trends, by December 31, 2018.</p>
	<p><b>Distracted Driver, Fatal, A and B Crashes (State Crash Data)*</b>  <b>(* Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely)</b></p> <p>To limit increasing distracted driver fatal, A and B crashes by 2.8 percent from 793 (2011 - 2015 rolling average) to 815, based on past trends, by December 31, 2018.</p>
	<p><b>Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)</b></p> <p>To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 rolling average) to 62, based on past trends, by December 31, 2018.</p>
	<p>++2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.  +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016 - 2018. In order to stop the trend, a one percent decrease was applied to each year.</p>
	<p><b>Source: FARS and Standard Summary of Nebraska - Motor Vehicle Accidents - Statewide - Fatal, A and B Injuries/Nebraska Department of Roads</b></p>

## Program, Project and Activity Selection Process

The HSO utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2018) funding period.

### Performance Target Selections

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

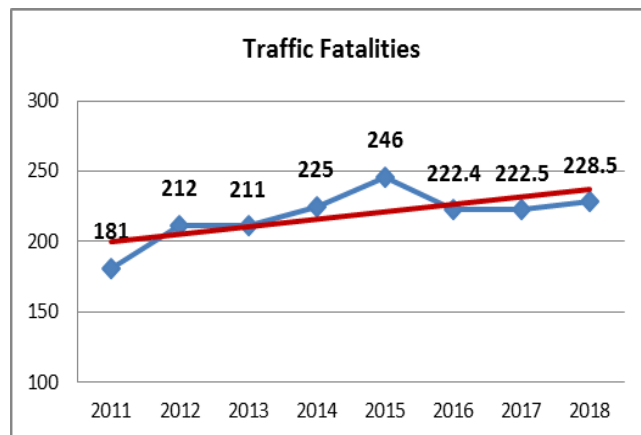
Using the experience and expertise of the HSO professional staff and state crash data, an appropriate overall statewide performance target and performance measures in selected emphasis areas are established. Projections are based on a trend analysis predictive model program using the five year moving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

### Performance Targets and Trends

#### C-1: Traffic Fatalities (FARS) (HSIP)

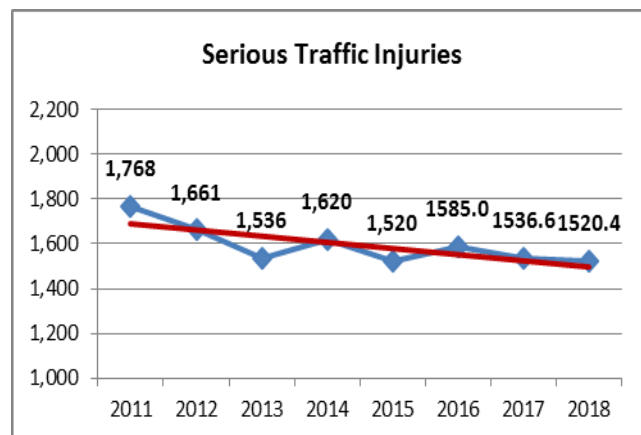
To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018. ++

++2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



#### C2: Serious Traffic Injuries (State Crash Data) (HSIP)

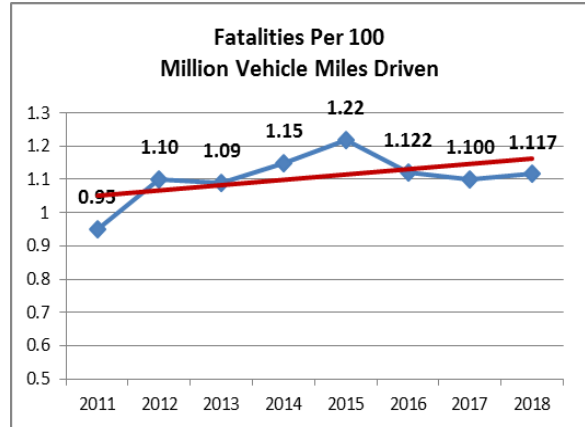
To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.



**C-3: Fatality Rate per 100 Million VMT (FARS/FHWA) (HSIP)**

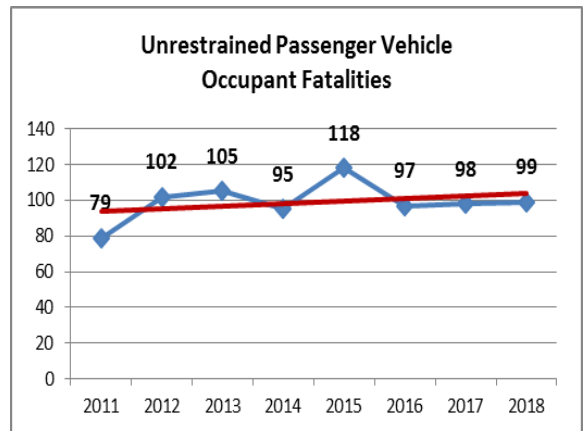
To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++

++2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



**C-4: Unrestrained Passenger Vehicle Occupant Fatalities (FARS)**

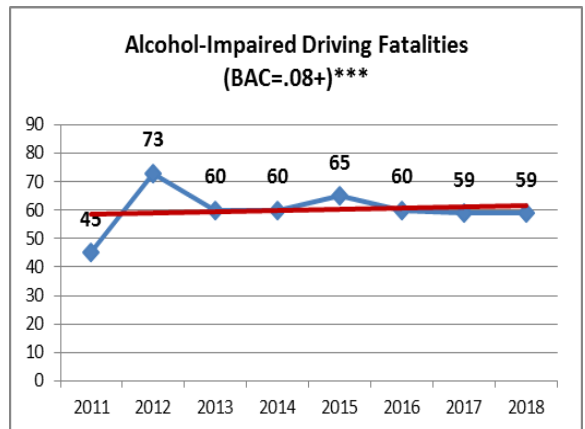
To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.0 percent from 100 (2011 - 2015 rolling average) to 99 by December 31, 2018.



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

To reduce alcohol-impaired driving fatalities to 3.3 percent from 61 (2011 - 2015 rolling average) to 59 by December 31, 2018.

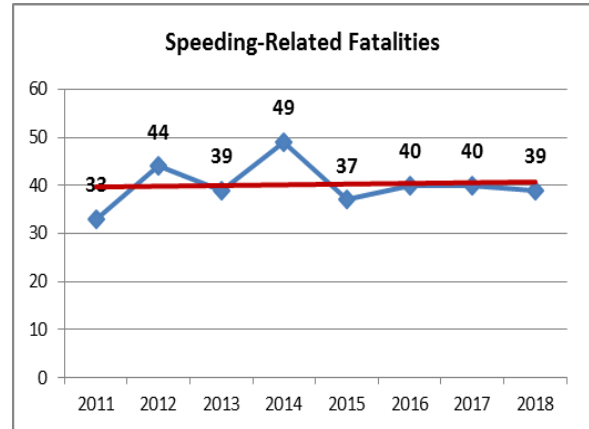
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016 - 2018.



**C-6: Speeding-Related Fatalities (FARS)**

To reduce speeding-related fatalities by 2.5 percent from 40 (2011 - 2015 rolling average) to 39 by December 31, 2018.

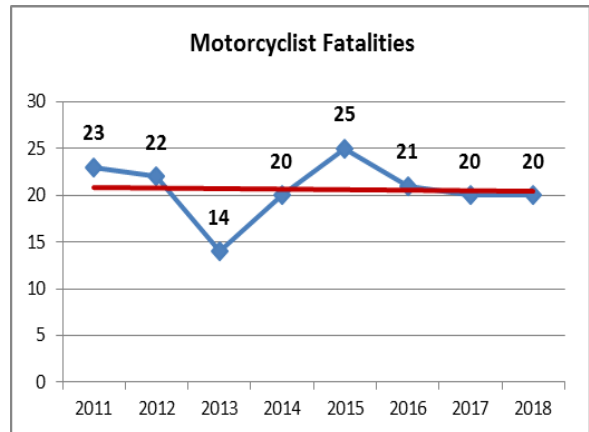
Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016 - 2018.



**C-7: Motorcyclist Fatalities (FARS)**

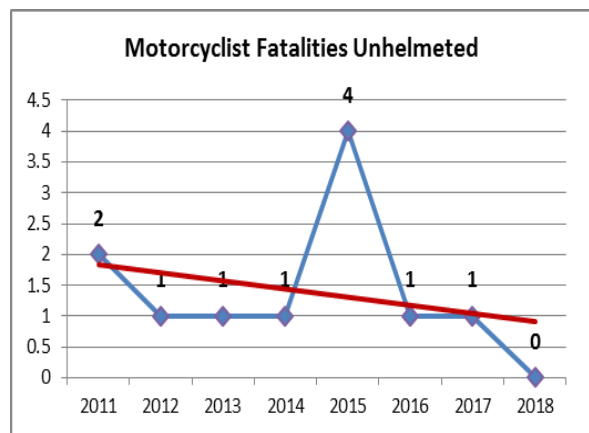
To reduce motorcyclist fatalities to 4.8 percent from 21 (2011 - 2015 rolling average) to 20 by December 31, 2018.

Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016 - 2018.



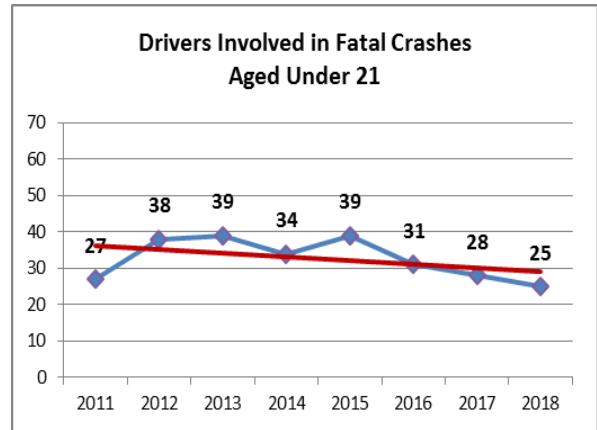
**C-8: Unhelmeted Motorcyclist Fatalities (FARS)**

To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 2 (2011 - 2015 rolling average) to 0 by December 31, 2018.



**C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**

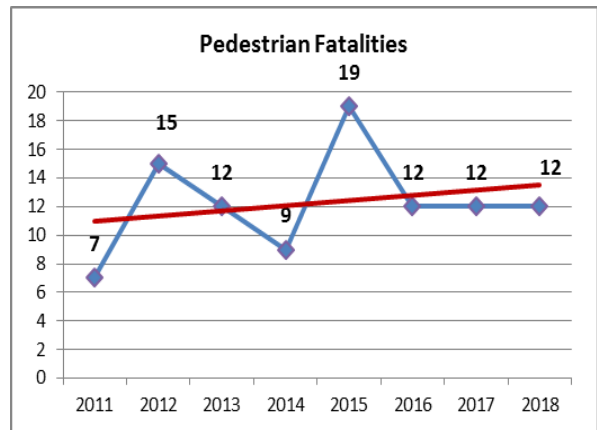
To reduce drivers age 20 and younger involved in fatal crashes by 28.6 percent from 35 (2011 - 2015 rolling average) to 25 by December 31, 2018.



**C-10: Pedestrian Fatalities (FARS)**

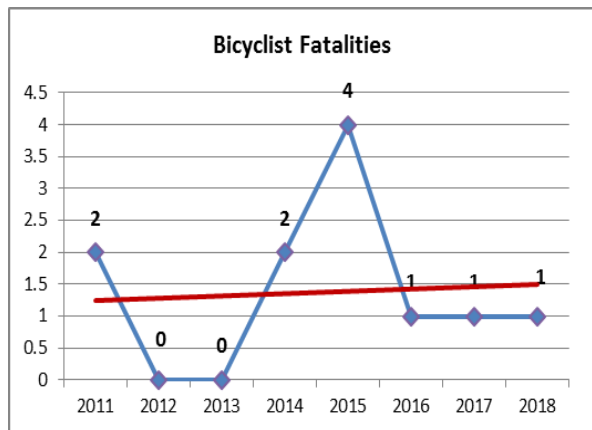
To hold steady pedestrian fatalities to 0.0 percent from 12 (2011 - 2015 rolling average) to 12 by December 31, 2017.

Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018.



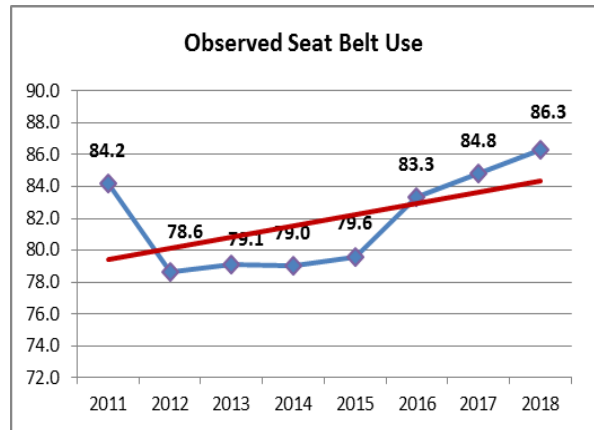
**C-11: Bicyclist Fatalities (FARS)**

To reduce bicyclist fatalities by 50 percent from 2 (2011 - 2015 rolling average) to 1 by December 31, 2018.



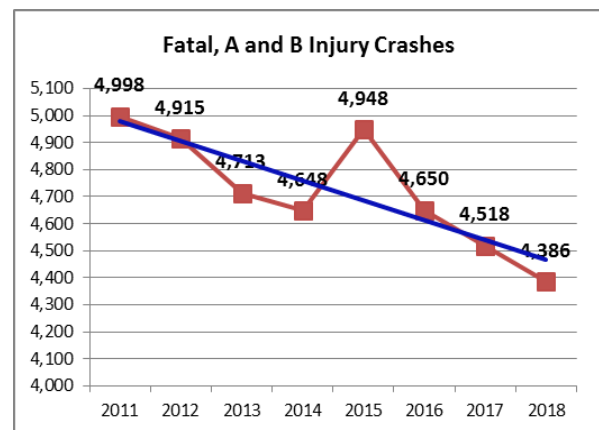
**B-1: Observed Seat Belt Use Rate (State Survey)**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2016 calendar base year average usage rate of 83.3 percent to 86.3 percent by December 31, 2018.



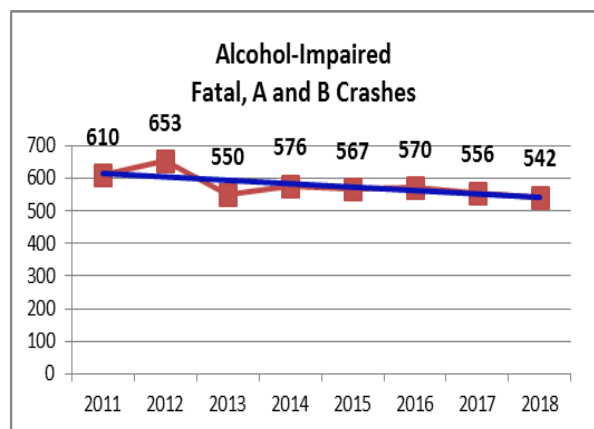
**HSO - Target: Fatal, A and B Injury Crashes (State Crash Data)**

Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 rolling average) to 4,386 by December 31, 2018.



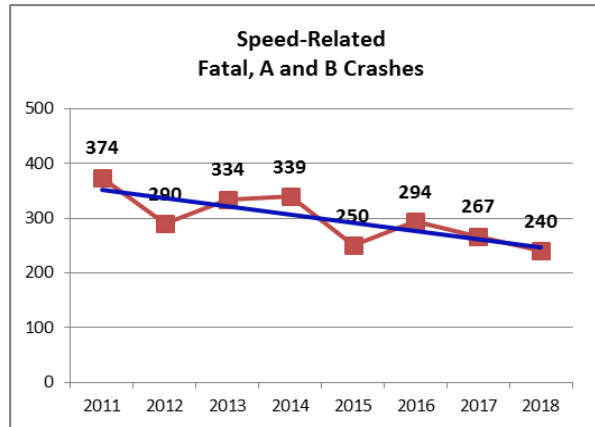
**HSO - Target: Alcohol-Impaired Fatal, A and B Injury Crashes (State Crash Data)**

Reduce alcohol-impaired fatal, A and B crashes by 8.3 percent from 591 (2011 - 2015 rolling average) to 542 by December 31, 2018.



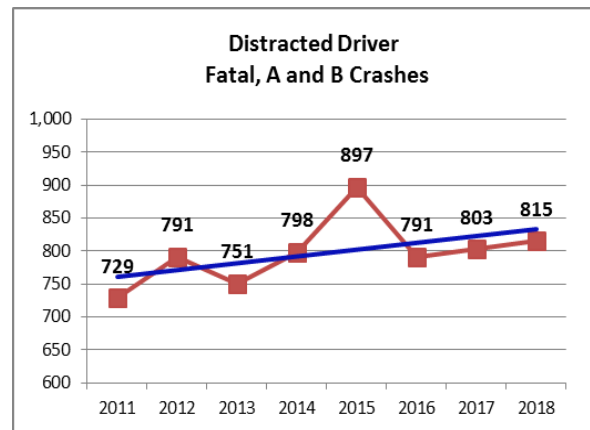
**HSO - Target: Speed-Related Fatal, A and B Injury Crashes (State Crash Data)**

Reduce speed-related fatal, A and B crashes by 24.3 percent from 317 (2011 - 2015 rolling average) to 240 by December 31, 2018.



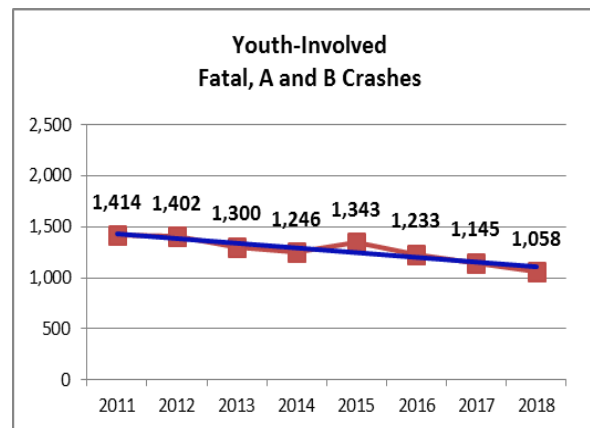
**HSO - Target: Youth-Involved Fatal, A and B Injury Crashes - (Drivers Age 20 or younger) (State Crash Data)**

Reduce youth-involved fatal, A and B crashes by 21.1 percent from 1,341 (2011 - 2015 rolling average) to 1,058 by December 31, 2018.



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

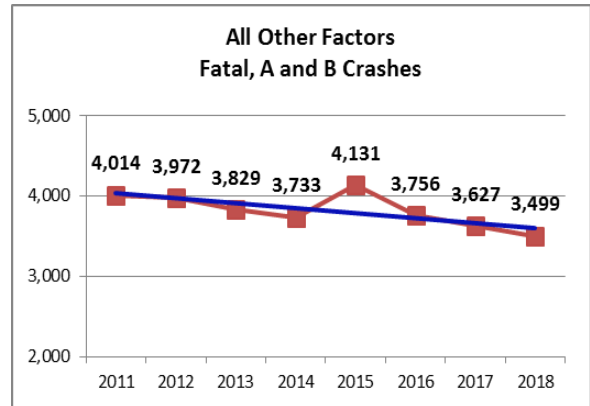
Reduce all other factors fatal, A and B crashes by 11.1 percent from 3,936 (2011 - 2015 rolling average) to 3,499 by December 31, 2018.



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

\*Includes Inattention, Mobile Phone Distraction, Distracted – Other, and Followed Too Closely

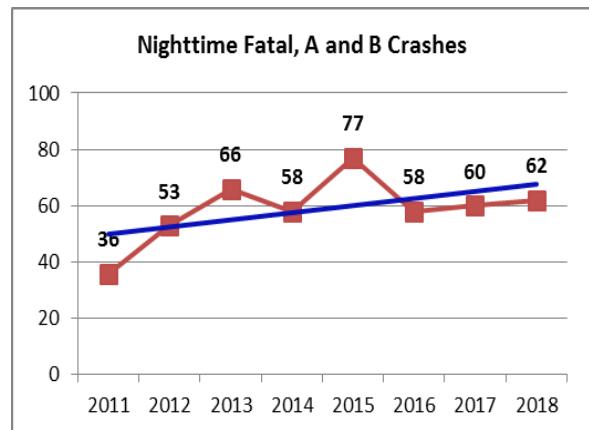
To limit increasing distracted driver fatal, A and B crashes by 2.8 percent from 793 (2011 - 2015 rolling average) to 815 by December 31, 2018.



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

\*Includes Not Used and Unknown

To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 rolling average) to 62 by December 31, 2018.





## Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA					
	2011	2012	2013	2014	2015
<b>POPULATION<sup>^</sup></b>	1,830,141	1,830,141	1,868,516	1,882,980	1,896,190
<b>LICENSED DRIVERS</b>	1,388,987	1,395,941	1,407,635	1,418,817	1,431,724
<b>REGISTERED VEHICLES</b>	2,261,678	2,278,670	2,315,126	2,339,986	2,382,800
<b>VEHICLE MILES (MILLIONS)</b>	19,478	19,315	19,363	19,795	20,230
<b>FATALITY RATE (MILLIONS)</b>	0.93	1.10	1.10	1.10	1.22
<b>FATAL CRASHES</b>	164	190	190	203	218
<b>FATALITIES</b>	181	212	211	225	246
<b>A* INJURY CRASHES</b>	1,447	1,357	1,241	1,293	1,249
<b>B* INJURY CRASHES</b>	3,387	3,368	3,282	3,152	3,481
<b>C* INJURY CRASHES</b>	6,351	6,296	6,544	6,571	6,919
<b>A* INJURIES</b>	1,768	1,661	1,536	1,620	1,520
<b>B* INJURIES</b>	4,481	4,388	4,287	4,061	4,429
<b>C* INJURIES</b>	9,859	9,823	10,260	10,190	10,857
<b>ALCOHOL RELATED FATAL CRASHES</b>	49	81	65	75	71
<b>ALCOHOL RELATED FATALITIES</b>	51	87	70	78	81
<b>ALCOHOL RELATED A &amp; B** INJURY CRASHES</b>	561	572	482	501	496
<b>ALCOHOL RELATED C** INJURY CRASHES</b>	276	270	279	276	296
<b>ALCOHOL RELATED A &amp; B** INJURIES</b>	745	778	695	765	775
<b>ALCOHOL RELATED C** INJURIES</b>	448	443	361	355	385
<b>DRIVING UNDER INFLUENCE (DUI) ARRESTS#</b>	12,207	10,718	9,343	8,617	8,199
<b>DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##</b>	10,549	9,528	8,703	7,576	7,136
<b>SAFETY BELT CONVICTIONS##</b>	9,813	9,267	8,845	8,899	7,130
<b>CHILD RESTRAINT CONVICTIONS##</b>	1,444	1,431	1,240	1,200	1,021
<b>OBSERVED CHILD RESTRAINT USE</b>	95.1%	95.9%	95.9%	96.9%	96.9%
<b>REPORTED RESTRAINT USE### (FATAL, A* &amp; B*)</b>	73.6%	72.7%	74.2%	73.7%	79.6%
<b>OBSERVED RESTRAINT USE</b>	84.2%	78.6%	79.1%	79.0%	79.6%
<b>SPEEDING CONVICTIONS##</b>					
COUNTY/STATE	36,720	33,360	32,313	32,212	32,927
MUNICIPAL	31,347	27,692	22,531	20,015	18,973
INTERSTATE	8,025	8,884	8,378	8,141	8,338
SPEEDING	1,098	1,175	923	1,030	1,074
SPEED TOO FAST FOR CONDITIONS	700	391	509	531	515
<b>TOTAL SPEED CONVICTIONS</b>	<b>77,890</b>	<b>71,502</b>	<b>64,654</b>	<b>61,929</b>	<b>61,827</b>
<p>* A - Disabling Injuries    B - Visible, but not Disabling Injury    C - Possible Injury  <sup>^</sup> U.S. Census Bureau, Population Estimates Program  License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles  # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports  ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics  ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/17/12, 6/20/13, 5/2/14, 3/19/15, 4/26/16  NDOT-Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509  Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 5/30/17</p>					

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

<b>NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DATA</b>					
	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>LICENSED DRIVERS (Age 16 - 20)</b>	110,360	108,809	108,471	108,149	110,038
<b>FATAL CRASHES</b>	24	34	35	30	39
<b>FATALITIES</b>	29	37	42	31	48
<b>A* &amp; B* INJURY CRASHES</b>	1,282	1,279	1,245	1,203	1,306
<b>C* INJURY CRASHES</b>	1,793	1,780	1,971	1,927	2,093
<b>A* &amp; B* INJURIES</b>	2,162	2,209	2,166	2,114	2,259
<b>C* INJURIES</b>	2,439	2,438	2,746	2,643	2,876
<b>ALCOHOL-RELATED FATAL CRASHES</b>	5	14	5	8	8
<b>ALCOHOL-RELATED FATALITIES</b>	7	14	5	8	9
<b>ALCOHOL-RELATED A* &amp; B* INJURY CRASHES</b>	97	126	65	78	89
<b>ALCOHOL-RELATED C* INJURY CRASHES</b>	40	54	44	60	59
<b>ALCOHOL-RELATED A* &amp; B* INJURIES</b>	153	187	122	137	164
<b>ALCOHOL-RELATED C* INJURIES</b>	52	70	65	91	95
<b>TOTAL ARRESTS UNDER AGE 18: #</b>					
<b>DRIVING UNDER INFLUENCE (DUI)</b>	163	160	127	106	115
<b>LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)</b>	1,767	1,518	1,099	1,066	952
<b>DUI CONVICTIONS ##</b>	900	692	611	467	437
<b>.02 CONVICTIONS ##</b>	34	27	28	19	22
<b>VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##</b>	632	543	392	496	364
<b>SAFETY BELT CONVICTIONS ##</b>	1,902	1,722	1,549	1,466	1,203
<b>CHILD RESTRAINT CONVICTIONS ##</b>	130	44	99	96	75
<b>REPORTED RESTRAINT USE ###</b>	62.8%	67.1%	77.2%	78.3%	69.2%
<b>SPEEDING CONVICTIONS ##</b>					
COUNTY/STATE	5,330	4,774	4,461	4,008	4,957
MUNICIPAL	4,396	3,850	3,053	2,554	2,938
INTERSTATE	1,244	1,252	1,128	1,186	1,313
SPEED TOO FAST FOR CONDITIONS	177	80	101	129	118
<b>TOTAL SPEED CONVICTIONS</b>	<b>11,147</b>	<b>9,956</b>	<b>8,743</b>	<b>7,877</b>	<b>9,326</b>
* A - Disabling Injuries    * B - Visible, but not Disabling Injury    * C - Possible Injury Licensed Drivers Includes all Permits (Leamer's Permit-LPE & LPD), (School Permit-SCH), (Provisional Operator's Permit-POP) # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/25/11, 4/17/12, 6/20/13, 5/2/14, 4/26/16 NDOT-Highway Safety Office, P.O. Box 94612, Lincoln, NE 68509 Phone: (402)471-2515    FAX: (402)471-3865    Last Date Modified: 5/30/17					

## Nebraska Priority Counties

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

For the purpose of this FY2018 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 20 priority counties, representing 80% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

NEBRASKA PRIORITY COUNTIES FOR FY2018										
COUNTY CRASH RATE compared to STATE CRASH RATE										
PER 100 MILLION MILES										
Congressional District	County	2015 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2015 Population**	
Three	Adams	50	20.61	2.06	1.24	7.01	17.32	73.9%	31,587	
Three	Buffalo	135	22.65	2.01	1.17	7.88	19.46	74.8%	48,863	
One	Cass	57	13.80	1.94	1.45	2.66	10.41	70.0%	25,512	
Three	Custer	36	21.14	2.35	0.59	2.94	18.21	61.0%	10,806	
Three	Dawson	64	14.57	1.14	1.14	2.50	12.29	61.2%	23,886	
One	Dodge	97	27.34	3.66	1.13	6.77	22.55	87.0%	36,706	
Two	Douglas	1,473	34.79	4.11	1.02	8.62	29.66	72.2%	550,064	
Three	Gage	63	27.30	3.03	1.73	3.47	22.53	70.4%	21,900	
Three	Hall	166	25.94	1.88	0.63	8.91	23.44	78.0%	61,680	
One	Lancaster	1,030	43.68	3.86	1.40	12.26	38.42	86.8%	306,468	
Three	Lincoln	129	21.19	2.79	1.97	5.75	16.43	67.1%	35,656	
One	Madison	84	27.84	3.65	1.66	6.63	22.54	76.8%	35,039	
Three	Phelps	32	28.68	4.48	1.79	3.59	22.41	52.1%	9,187	
One	Platte	82	26.97	2.63	1.32	6.91	23.02	72.8%	32,847	
Three	Saline	32	26.83	3.35	10.06	10.06	13.42	53.0%	14,252	
One/Two	Sarpy	335	27.35	3.18	0.82	9.14	23.35	88.4%	175,692	
One	Saunders	39	16.75	1.29	1.29	7.73	14.17	74.8%	21,016	
Three	Scotts Bluff	87	28.97	4.66	2.00	5.66	22.31	66.4%	36,261	
One	Seward	39	10.15	0.78	1.30	2.86	8.07	70.5%	17,110	
One	Washington	49	24.43	5.48	1.50	5.48	17.45	64.9%	20,248	
20 County Population										1,514,780
Statewide		4,948	25.00	2.86	1.26	6.78	20.87	74.8%	1,896,190	
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage										
Data taken from 2015 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 2015 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6										
**U.S. Census Bureau Population Estimate as of July 1, 2016 Revised 2/3/2017										
**Population information is used to document the percentage of state's population represented.										
Nebraska 2015 data is the most current data for the FY2018 Plan Provided by: NDOT-Highway Safety Office, PO Box 94612, Lincoln NE										

## Nebraska Fatal, A and B Injury Crashes (FY2015)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	48	345	1,080	1,473	3	DAKOTA	3	10	18	31
1	LANCASTER	21	208	801	1,030	3	KEITH	2	12	17	31
1-2	SARPY	9	90	236	335	1	OTOE	3	10	18	31
3	HALL	5	36	125	166	3	YORK	2	12	17	31
3	BUFFALO	5	24	106	135	1	COLFAX	1	6	21	28
3	LINCOLN	3	32	94	129	3	RED WILLOW	0	9	19	28
1	DODGE	6		64	70	3	CEDAR	3	7	16	26
3	SCOTTS BLUFF	4	16	67	87	3	JEFFERSON	0	6	19	25
1	MADISON	4	18	62	84	3	HAMILTON	1	7	16	24
1	PLATTE	2	27	53	82	3	HOLT	2	7	15	24
3	DAWSON	5	13	46	64	3	KNOX	0	7	17	24
3	GAGE	6	15	42	63	3	PIERCE	2	9	12	23
1	CASS	6	14	37	57	1	POLK	0	9	14	23
3	ADAMS	1	15	34	50	3	BOX BUTTE	1	5	16	22
1	WASHINGTON	2	13	34	49	1	CUMING	0	9	13	22
1	SAUNDERS	5	16	18	39	3	ANTELOPE	4	8	9	21
1	SEWARD	2	15	22	39	3	CHEYENNE	3	4	14	21
3	CUSTER	3	15	18	36	3	DAWES	3	7	9	19
3	PHELPS	5	8	19	32	3	MERRICK	1	7	11	19
3	SALINE	6	3	23	32	3	MORRILL	1	7	10	18
	<b>TOTAL</b>	<b>148</b>	<b>923</b>	<b>2,981</b>	<b>4,052</b>	3	RICHARDSON	2	5	11	18
						3	CLAY	4	7	6	17
						3	BOONE	1	3	11	15
	<b>Target Counties</b>	<b>67.9%</b>	<b>75.5%</b>	<b>85.6%</b>	<b>82.3%</b>	1	BUTLER	3	3	9	15
	<b>Non-Target Counties</b>	<b>32.1%</b>	<b>24.5%</b>	<b>14.4%</b>	<b>17.7%</b>	3	WAYNE	0	6	9	15
						3	HOWARD	0	6	8	14
	<b>Non-Target Counties</b>	<b>70</b>	<b>299</b>	<b>500</b>	<b>869</b>	3	KEARNEY	0	6	8	14
						3	SHERIDAN	3	2	9	14
						1	BURT	0	6	7	13
	<b>STATE TOTAL</b>	<b>218</b>	<b>1,222</b>	<b>3,481</b>	<b>4,921</b>	3	NEMAHA	2	4	7	13
						3	PAWNEE	2	5	6	13
						3	THAYER	1	3	9	13
						3	KIMBALL	2	5	4	11
						1-3	THURSTON	3	6	2	11
						3	NANCE	0	8	2	10
						1	STANTON	1	3	6	10
						3	VALLEY	1	4	5	10
						3	WEBSTER	1	4	5	10
						3	HITCHCOCK	0	4	5	9
						3	PERKINS	1	2	6	9
						3	GREELEY	0	2	6	8
						3	JOHNSON	1	3	4	8
						3	CHASE	0	4	3	7
						3	CHERRY	1	4	2	7
						3	FURNAS	1	4	2	7
						3	BROWN	1	2	3	6
						3	DEUEL	0	3	3	6
						3	FILLMORE	0	1	5	6
						3	FRANKLIN	1	3	2	6
						3	FRONTIER	0	1	5	6
						3	HARLAN	1	3	2	6
						3	NUCKOLLS	1	2	3	6
						3	BANNER	0	2	3	5
						3	DUNDY	0	1	4	5
						3	GOSPER	0	2	3	5
						3	SHERMAN	1	3	1	5
						3	DIXON	1	0	3	4
						3	GARDEN	0	1	2	3
						3	HAYES	0	2	1	3
						3	ROCK	1	2	0	3
						3	ARTHUR	0	1	1	2
						3	BOYD	0	1	1	2
						3	THOMAS	0	1	1	2
						3	BLAINE	1	0	0	1
						3	GARFIELD	0	0	1	1
						3	GRANT	0	0	1	1
						3	LOGAN	0	0	1	1
						3	SIOUX	0	0	1	1
						3	WHEELER	0	1	0	1
						3	HOOVER	0	0	0	0
						3	KEYA PAHA	0	0	0	0
						3	LOUP	0	0	0	0
						3	MCPHERSON	0	0	0	0
							<b>TOTAL</b>	<b>70</b>	<b>299</b>	<b>500</b>	<b>869</b>

CY - Calendar Year

\* INJURY SEVERITY CODES  
A = Disabling Injury  
B = Visible, but not disabling injury  
Dist. - Congressional District

Source: Nebraska Department of Roads  
As of 2/3/2017

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

## Nebraska Annual Traffic Safety Study 2017

THE NEBRASKA POLL - May 2017

### HIGHLIGHT SUMMARY

#### *Methodology*

- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 10 – May 7, 2017.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

#### *Impaired Driving*

- Core Question: A fourth (25%) of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Question: A plurality (35%) indicated the chances of getting arrested when driving after drinking are somewhat likely.
- Core Question: Just less than half of the respondents (47%) indicated awareness of drunk driving enforcement in the last 30 days.
- Just over half (53%) indicated awareness of drunk driving messages in the past 60 days.

#### *Seat Belts*

- Core Question: A super-majority (77%) indicated they always wear safety belts when they drive or ride.
- Core Question: A majority (57%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (34% somewhat unlikely plus 23% very unlikely).
- Core Question: 26% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of *Click It or Ticket* messages in the past 60 days. A plurality of those (31%) had seen the messages on signs.
- A majority (54%) indicated they favor a primary seat belt law.

#### *Speed*

- Core Question: A third of the respondents indicated they drive faster than 35 mph on a road posted at 30 mph more than rarely (usually, 14%; half the time, 19%).
- Core Question: 18% indicated driving faster than 70% mph on roads posted 65 mph (6% usually; 12% half the time).
- Core Question: 28% indicated awareness of speed enforcement in the past 30 days.
- Core Question: A plurality (39%) indicated the chances of getting a ticket for speeding are somewhat likely.

#### *Distracted Driving*

- A majority (56%) of respondents support a law allowing a ticket solely for cell phone use while driving.
- Nine out of ten respondents (91%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

#### *Other Highway Safety Issues*

- A super majority (75%) indicated that Nebraska's law requiring **motorcycle helmets** should be continued.
- A super-majority (77%) indicated driving after using marijuana increases crash risk; 20% indicated they know someone who drives after using marijuana.

#### *Demographics*

- Nearly all respondents (99%) indicated they have a driver's license.
- Ages (controlled): 16 - 20, 2%; 21 - 34, 14%; 35 - 49, 34%; 50 - 64, 33%; 65 up, 18%.

- Annual household incomes: under \$40,000, 20%; \$40,000-80,000, 38%; over \$80,000, 42%.
- Phone type (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 34%; District Two, 32%; District Three, 34%.
- Gender: 49% male and 51% female (controlled).

### **NARRATIVE SUMMARY - (N=900)**

#### **Impaired Driving**

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (8%); drunk/impaired driving (2%); traffic and road conditions (15%).
- 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.
- Respondents were next asked whether they favor or oppose each of the three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (66% favoring); and mandatory sentencing for drunk driving offenses (63% favoring).
- Three percent (3%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- 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.
- 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.
- 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.
- Over half of the respondents (53%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

#### **Seat Belts**

- CORE QUESTION: A super-majority (77%) indicated they always wear safety belts.
- 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).
- 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.
- Less than half the respondents (44%) indicated they had read, seen or heard *Click It or Ticket* seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (31%) indicated they had seen the *Click It or Ticket* ads on signs, while 27% indicated TV and 18% indicated radio.
- 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.
- 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.

### **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 of the time).
- CORE QUESTION: Nearly one in five 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 half the time).
- CORE QUESTION: Just over a fourth of respondents (28%) indicated they had heard anything about speed enforcement in the past 30 days.
- CORE QUESTION: A plurality of respondents (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 28% indicated likely, 16% somewhat unlikely, 13% very likely and 5% very unlikely.

### **Distracted Driving Laws**

- A majority of the 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 and 3% had no opinion.
- 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.

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

### **Demographics**

- Most respondents (99%) indicated they have a driver's license.
- 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%.
- Respondents indicated distribution in the following annual household income categories: under \$40,000, 20%; \$40,000-80,000, 38%; over \$80,000, 42%.
- By control, the sample was 60% by landlines and 40% by cell phones.
- By control, respondents were distributed among Nebraska's three congressional districts: District One, 34%; District Two, 32%; District Three, 34%.
- By control, respondents were 49% male and 51% female.

## Evidence-Based Traffic Safety Enforcement Program (TSEP)

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas are extracted from the "**Nebraska Fatal, A and B Injury Crashes (CY2015)**" outlined on page 23. From that crash data, and the "**Nebraska State Traffic Records Data**" outlined on page 20, the "**Nebraska Priority Counties**" outlined on page 22 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, day of week is utilized to direct the overtime enforcement efforts.
- The Nebraska Impaired Driving Task Force was initially convened in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research and advocacy and non-profit groups whose missions include addressing impaired driving.

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 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 is located on page 30.

- 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. 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 FY2016 fiscal year.

**Law Enforcement Agencies Participating in Nebraska Enforcement Efforts**

Agency	Nov 2015 CIOT	Dec/Jan 2015/2016 YDDYL	May 2016 CIOT	Aug/Sep 2016 YDDYL
Ashland Police Department			*	*
Beatrice Police Department				*
Bellevue Police Department	*	*	*	*
Broken Bow Police Department	*	*		
Columbus Police Department	*	*	*	*
Cozad Police Department	*	*	*	*
Crete Police Department	*	*	*	*
Decatur Police Department	*	*		
Fairbury Police Department	*	*	*	*
Franklin Police Department	*	*	*	*
Fremont 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	*		*	*
Oakland Police Department	*	*	*	*
Ogallala Police Department	*	*	*	
Omaha Police Department	*	*	*	*
Papillion Police Department	*	*	*	
Plattsmouth Police Department	*	*	*	*
Ralston Police Department	*	*	*	*
Scottsbluff Police Department	*	*	*	*
Scribner Police Department		*		
South Sioux City Police Department	*	*	*	*

UNL 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	*	*	*	*
Cass 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	*	*	*	*
Frontier 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	*	*	*	*
Howard 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	*	*	*	*
Nance County Sheriff's Office	*	*	*	*
Nemaha County Sheriff's Office	*	*	*	*
Perkins County Sheriff's Office		^		
Otoe County Sheriff's Office	*		*	*
Phelps County Sheriff's Office	*	*	*	*
Platte 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	*	*	*	*

\*Participating Agencies with federal funding.

.....^Participating Agencies without federal funding. Results not included in numbers below

## Law Enforcement Overtime Enforcement Results

**November 2015 “Click It or Ticket” Mobilization** – The November 23 – 29, 2015 mobilization resulted in a total of 3,009 hours of selective overtime enforcement, 253 seat belt citations, 2,086 speeding citations, 67 impaired driving arrests, 3,717 total citations and 5,239 total contacts.

**December 2015/January 2016 “You Drink & Drive. You Lose.” Crackdown** – The December 18, 2015 – January 3, 2016 crackdown resulted in a total of 4,746 hours of selective overtime enforcement, 388 seat belt citations, 3,481 speeding citations, 385 impaired driving arrests, 11,061 total citations, and 13,694 total contacts. Two checkpoints were conducted by the Scotts Bluff County Sheriff’s Office.

**May 2016 “Click It or Ticket” Mobilization** – The May 23 – June 5, 2016 mobilization resulted in a total of 5,825 hours of selective seat belt overtime enforcement, 753 seat belt citations, 177 impaired driving arrests, 5,036 speeding citations, 8,556 total citations and 17,107 total contacts.

**August/September 2016 “You Drink & Drive. You Lose.” Crackdown** – The August 19 – September 5, 2016 crackdown resulted in a total of 17,572 hours of selective alcohol overtime enforcement, 290 seat belt citations, 229 impaired driving arrests, 2,912 speeding citations and 5,235 total citations. Twelve checkpoints were conducted by the Nebraska State Patrol.

## Highway Safety Communication Plan

### Paid Media

In FY2018, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (**Click It or Ticket**); 2) Impaired Driving (**Drive Sober or Get Pulled Over & You Drink & Drive, You Lose**); 3) Underage Drinking (**Tip Line 1-866-MUST-BE-21**); 4) Distracted Driving (**Just Put It Down**); 5) Motorcycle Safety (**Live To Ride**); and 6) Railroad Grade Crossing Safety (**Operation Lifesaver**).
- The HSO also enhances the volume of paid media marketing/advertising during the national **Click It or Ticket** Mobilization and **Impaired Driving** Crackdown the additional designated **Click It or Ticket** Mobilization. Special **Underage Drinking** campaigns are also conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January.

### Public Information and Education Materials

In FY2018, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items

provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

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

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

In addition, the HSO also has the fatal vision goggles, Distract-A-Match, and speed monitoring trailers that are available for loan for qualifying individuals and organizations.

### **Earned Media**

In FY2018, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week, Distracted Driving Awareness in April, etc.).

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

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

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

### **Social Media**

For the past six years, the HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing through the media buy contractor for the *Click It or Ticket* campaign efforts with apparent success. Additionally, HSO works with DHHS, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and other platforms (i.e., Instagram, Snapchat) is a goal for FY2018.

## Section 402/405 (405b/405c/405d/405f)/1906 State and Community Highway Safety Program Project Grants

The Nebraska Department of Transportation-Highway Safety Office (HSO) has allocated its potential available Section 402 State and Community Highway Safety funds for federal fiscal year 2018 (October 1, 2017 - September 30, 2018) to 28 program project grants. This listing provides a brief description of the program project grants. While there are 28 program project grants, an expected total of more than 110 individual agreements will result from mini-grant contract application awards. A total of \$3,009,582.00 has been estimated for fiscal year 2018. The Section 405 (405b, 405c, 405d, 405e and 405f) and 1906 will result in another 26 project grants for a total of more than 200 mini-grant contracts resulting in an estimated total of \$3,118,200.00.

### Section 402 - Planning and Administration

<b>Project Name:</b>	Planning and Administration
<b>Project Number:</b>	402-18-01
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$160,000.00

**Project Description:**

This funding supports the HSO staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding to the HSO for basic administrative personal services costs; to include office expenses, memberships, and travel expenses for an administrator, accountant, and staff assistant. Matching funds for administration related costs come from the Nebraska Department of Transportation cash funds. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety and injury-control programs. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, to actively participate in statewide multidisciplinary transportation safety, public safety and injury-control programs.

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

<b>Funding Source:</b>	402/PA	<b>Funding Source Amount:</b>	\$160,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	0%
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

### Section 402 - Planning and Administration Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-18-01	Planning and Administration	\$160,000.00	402
<b>Total 402 Funds</b>		<b>\$160,000.00</b>	

## Section 402 - Alcohol Program Area

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

### Targets:

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++
- To reduce alcohol-impaired driving fatalities to 3.3 percent from 61 (2011 - 2015 moving average) to 59 by December 31, 2018.
- Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 moving average) to 4,386, based on past trends, by December 31, 2018.
- Reduce alcohol-impaired fatal, A and B crashes by 8.3 percent from 591 (2011 - 2015 moving average) to 542 by December 31, 2018.
- To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 moving average) to 62, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Nebraska Collegiate Consortium to Reduce High Risk Drinking
<b>Project Number:</b>	402-18-06
<b>Sub-Recipient:</b>	University of Nebraska at Lincoln – Nebraska Prevention Center for Alcohol and Drug Abuse
<b>Total Project Amount:</b>	\$200,695.00

### Project Description:

Funding is provided to further the development of the Nebraska Collegiate Consortium (NCC) to Reduce High Risk Drinking project. This funding will provide technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list serve, provide technical assistance on the analysis of existing databases, and the development of new annual surveys. This project has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparisons for their drinking practices with those of their college peers. This year the NCC will expand program initiatives directed at soliciting increased parental involvement and support to reduce high-risk drinking through Parent CAP development with a parent website. This website will target parents of entering 18-20 year old students. The NCC will also work with member schools to identify their resources and develop individualized media plans. It is also the only program with a customized brief intervention available to all participating colleges.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$200,695.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	10%
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Alcohol Program Coordination		
<b>Project Number:</b>	402-18-09		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$95,000.00		

**Project Description:**

This grant provides funds to HSO for basic allocated staff costs, including personal services, travel expenses, and office expenses to coordinate, monitor, and audit alcohol program area grant activity.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$95,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Alcohol Public Information and Education		
<b>Project Number:</b>	402-18-10		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$200,000.00		

**Project Description:**

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

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$200,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	50%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Alcohol Selective Overtime Enforcement
<b>Project Number:</b>	402-18-12
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$240,000.00

**Project Description:**

Grant funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement including compliance checks, saturation patrols, sobriety checkpoints, shoulder taps and the national impaired driving crackdowns. Law enforcement agencies must identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preference will be given to the priority counties. Participating agencies will be provided funding assistance for overtime salaries. Participating agencies with alcohol breath evidence collection instrumentation with problem identified repairs, supplies, and replacement materials may be provided and/or supported, if needed, to maintain the state existing alcohol breath testing infrastructure.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$240,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	90%
<b>Is this project a part of the TSEP?</b> Yes			

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<b>Project Name:</b>	Court Monitoring Evaluation and Education Project
<b>Project Number:</b>	402-18-17
<b>Sub-Recipient:</b>	Mothers Against Drunk Driving (MADD)
<b>Total Project Amount:</b>	\$176,561.00

**Project Description:**

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 15 priority counties identified by HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether or not consistent sentencing is utilized across the state. Information gathered through the court-monitoring program will be used to advocate for change and raise public awareness about impaired driving issues and cost to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutor, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$176,561.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	10%
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			



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<b>Project Name:</b>	Traffic Training
<b>Project Number:</b>	402-18-25
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$35,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$35,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Prosecutorial Response to DUI Crime
<b>Project Number:</b>	402-18-39
<b>Sub-Recipient:</b>	Nebraska Department of Justice, Nebraska Attorney General's Office
<b>Total Project Amount:</b>	\$127,500.00

**Project Description:**

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

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$127,500.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Project Night Life Expansion
<b>Project Number:</b>	402-18-40
<b>Sub-Recipient:</b>	Omaha Police Department
<b>Total Project Amount:</b>	\$141,988.00

**Project Description:**

Provides grant funds for the Omaha Police Department to continue expansion of Project Night Life. This project will continue successfully reinforcing awareness and education of area police officers regarding the Nebraska Provisional Operators Permit (POP) provisions and to use joint efforts with surrounding local law enforcement agencies to create more awareness, education, and selective enforcement efforts surrounding the Omaha area. The project will educate teen drivers regarding the need for adhering to these restrictions and the penalties for failure to do so and educate parents through seminars to make them aware of the need to encourage and provide their assistance in establishing parental rules/agreements for teen drivers. Monthly selective enforcement efforts targeting young drivers will continue to concentrate on high-crash locations and around schools and school activities.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$141,988.00
<b>Match Amount:</b>	\$0.00	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Judicial Prosecution Training
<b>Project Number:</b>	402-18-41
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$50,000.00

**Project Description:**

This project provides funding using the mini-grant agreement process for judicial and prosecution training opportunities. An initial grant will be awarded to the Nebraska Supreme Court's Judicial Branch Education Division to bring faculty from the National Judicial College (NJC) to Nebraska to provide an "Impaired Driving Issues for Judges" conference that will be made available to all of Nebraska's County and District Judges. Expenditures will include fees to the NJC and expenses related to the individual judges attending the training. Additional awards for other judicial and prosecution training will be encouraged and are expected to be considered during the FY2018 grant year.

<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$50,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

**Section 402 - Alcohol Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	\$200,695.00	402
402-18-09	Alcohol Program Coordination	\$95,000.00	402
402-18-10	Alcohol Public Information and Education	\$200,000.00	402
402-18-12	Alcohol Selective Overtime Enforcement	\$240,000.00	402
402-18-17	Court Monitoring Program Evaluation and Education Project	\$176,561.00	402
402-18-25	Traffic Training	\$35,000.00	402
402-18-39	Prosecutorial Response to DUI Crimes	\$127,500.00	402
402-18-40	Project Night Life Expansion	\$141,988.00	402
402-18-41	Judicial Prosecution Training	\$50,000.00	402
<b>Total 402 Funds</b>		<b>\$1,266,744.00</b>	

## Section 405d - Impaired Driving Countermeasures Grant

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing impaired driving operation overtime salaries, equipment and training that will support impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Assistance also includes in-car camera systems, preliminary/evidentiary breath testing instruments, and Drug Recognition Experts training. Funds are provided to community-based programs that impact impaired driving. While there are eight program tasks, an expected total of more than 130 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++
- To reduce alcohol-impaired driving fatalities to 3.3 percent from 61 (2011 - 2015 moving average) to 59 by December 31, 2018.
- Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 moving average) to 4,386, based on past trends, by December 31, 2018.
- Reduce alcohol-impaired fatal, A and B crashes by 8.3 percent from 591 (2011 - 2015 moving average) to 542 by December 31, 2018.

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<b>Project Name:</b>	Drug Recognition Expert/ARIDE Training & Recertification
<b>Project Number:</b>	405d-18-04
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$75,000.00

**Project Description:**

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

<b>Funding Source:</b>	405d/FDMDATR	<b>Funding Source Amount:</b>	\$75,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Alcohol Selective Overtime Enforcement & System Support
<b>Project Number:</b>	405d-18-05
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$375,000.00

**Project Description:**

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

<b>Funding Source:</b>	405d/M5X	<b>Funding Source Amount:</b>	\$375,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? Yes</b>			

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<b>Project Name:</b>	Alcohol Public Information and Education
<b>Project Number:</b>	405d-18-06
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$561,000.00

**Project Description:**

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

<b>Funding Source:</b>	405d/M5IS	<b>Funding Source Amount:</b>	\$561,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Special Enforcement Mini-Grants
<b>Project Number:</b>	405d-18-07
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$10,000.00

**Project Description:**

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

<b>Funding Source:</b>	405d/M5X	<b>Funding Source Amount:</b>	\$10,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? Yes</b>			

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<b>Project Name:</b>	Felony Motor Vehicle Prosecution Unit
<b>Project Number:</b>	405d-18-08
<b>Sub-Recipient:</b>	Douglas County Attorney's Office
<b>Total Project Amount:</b>	\$185,000.00

**Project Description:**

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

<b>Funding Source:</b>	405d/M5CS	<b>Funding Source Amount:</b>	\$185,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Support of Evidence-Based Environmental Strategies
<b>Project Number:</b>	405d-18-09
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$350,000.00

**Project Description:**

Mini-grant funding is provided to support community-based programs that employ evidence-based environmental strategies to reduce underage drinking, over service to intoxicated persons, and impaired driving in counties throughout Nebraska. Project Extra Mile funding is included in this project.

<b>Funding Source:</b>	405d/M5OT	<b>Funding Source Amount:</b>	\$350,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	24/7 Sobriety Program
<b>Project Number:</b>	405d-18-10
<b>Sub-Recipient:</b>	Douglas County Department of Corrections
<b>Total Project Amount:</b>	\$150,000.00

**Project Description:**

Grant funding is provided to support a sobriety community-based pilot program to reduce the number of DUI arrests in Douglas County. This program increases the accountability on the part of the participants through the use of immediate sanctions as a condition of a bond. The Douglas County Department of Corrections will monitor and report participants' compliance for abstinence from use of alcohol for those participants who are approved to participate in accordance with court orders.

<b>Funding Source:</b>	405d/M5SP	<b>Funding Source Amount:</b>	\$150,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Nebraska State Patrol Toxicology Services
<b>Project Number:</b>	405d-18-11
<b>Sub-Recipient:</b>	Nebraska State Patrol
<b>Total Project Amount:</b>	\$68,500.00

**Project Description:**

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

<b>Funding Source:</b>	405d/M5BAC	<b>Funding Source Amount:</b>	\$68,500.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			



**Section 405d - Impaired Driving Countermeasures Grant  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
405d-18-04	Drug Recognition Expert/ARIDE Training & Recertification	\$75,000.00	405d
405d-18-05	Alcohol Selective Overtime Enforcement & System Support	\$375,000.00	405d
405d-18-06	Alcohol Public Information and Education	\$561,000.00	405d
405d-18-07	Special Enforcement Mini-Grants	\$10,000.00	405d
405d-18-08	Felony Motor Vehicle Prosecution Unit	\$185,000.00	405d
405d-18-09	Support of Evidence Based Environmental Strategies	\$350,000.00	405d
405d-18-10	24/7 Sobriety Program	\$150,000.00	405d
405d-18-11	Nebraska State Patrol Toxicology Services	\$68,500.00	405d
<b>Total 405d Funds</b>		<b>\$1,749,500.00</b>	

**Section 402 - Alcohol Program Area**  
**Section 405d - Impaired Driving Countermeasures Grant**  
**Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	\$200,695.00	402
402-18-09	Alcohol Program Coordination	\$95,000.00	402
402-18-10	Alcohol Public Information and Education	\$200,000.00	402
402-18-12	Alcohol Selective Overtime Enforcement	\$240,000.00	402
402-18-17	Court Monitoring Program Evaluation and Education Project	\$176,561.00	402
402-18-25	Traffic Training	\$35,000.00	402
402-18-39	Prosecutorial Response to DUI Crimes	\$127,500.00	402
402-18-40	Project Night Life Expansion	\$141,988.00	402
402-18-41	Judicial Prosecution Training	\$50,000.00	402
<b>Total 402 Funds</b>		<b>\$1,266,744.00\$</b>	
405d-18-04	Drug Recognition Expert/ARIDE Training & Recertification	\$75,000.00	405d
405d-18-05	Alcohol Selective Overtime Enforcement & System Support	\$375,000.00	405d
405d-18-06	Alcohol Public Information and Education	\$561,000.00	405d
405d-18-07	Special Enforcement Mini-Grants	\$10,000.00	405d
405d-18-08	Felony Motor Vehicle Prosecution Unit	\$185,000.00	405d
405d-18-09	Support of Evidence Based Environmental Strategies	\$350,000.00	405d
405d-18-10	24/7 Sobriety Program	\$150,000.00	405d
405d-18-11	Nebraska State Patrol Toxicology Services	\$68,500.00	405d
<b>Total 405d Funds</b>		<b>\$1,774,500.00</b>	
<b>Total 402 Funds</b>		<b>\$1,266,744.00</b>	
<b>Total 405d-18</b>		<b>\$1,774,500.00</b>	
<b>Total All Funds</b>		<b>\$3,041,244.00</b>	

## Section 402 - Occupant Protection Program Area

The targets of the 402 Occupant Protection Program Area funding is to increase statewide safety belt and child restraint usage. This will provide funding for coordination, public information and education used to educate and motivate the “at risk” populations, including teen drivers, rural and urban pickup drivers, Hispanic population, and children. Funds are provided to community-based programs that occupant protection. While there are 4 program tasks, an expected total of approximately 5 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++
- To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.0 percent from 100 (2011 - 2015 moving average) to 99 by December 31, 2018.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2016 calendar base year average usage rate of 83.3 percent to 86.3 percent by December 31, 2018.
- To increase the observed child restraint usage from the 2016 observed rate of 98.4 to 100% by December 31, 2018.

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<b>Project Name:</b>	Occupant Protection Program Coordination
<b>Project Number:</b>	402-18-03
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$80,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$80,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Occupant Protection Public Information and Education
<b>Project Number:</b>	402-18-04
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$400,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$400,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	50%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Road Safety – Employers and Employees Education Program
<b>Project Number:</b>	402-18-14
<b>Sub-Recipient:</b>	Nebraska Safety Council
<b>Total Project Amount:</b>	\$73,400.00

**Project Description:**

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

<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$73,400.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Traffic Safety Coalition Support
<b>Project Number:</b>	402-18-38
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$80,000.00

**Project Description:**

Provide funding for the HSO through the mini-grant agreement process to state and community coalition organizations that identify and utilize comprehensive occupant protection education and outreach strategies to increase occupant restraint use. The funding will be used to educate and motivate the “at risk” populations, including teen drivers, rural and urban pickup drivers, Hispanic population, and children.

<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$80,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP? No</b>			

**Section 402 - Occupant Protection Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-03	Occupant Protection Program Coordination	\$80,000.00	402
402-18-04	Occupant Protection Public Information and Education	\$400,000.00	402
402-18-14	Road Safety – Employers & Employees Education Program	\$73,400.00	402
402-18-38	Traffic Safety Coalition Support	\$80,000.00	402
<b>Total 402 Funds</b>		<b>\$633,400.00</b>	

## Section 405b - Occupant Protection Grant

The target of the 405b Occupant Protection Grant is to increase statewide safety belt and child restraint usage. This will provide funding for law enforcement overtime and media campaigns for “Click It or Ticket”, child passenger safety seats, and observations surveys. While there are 5 program tasks, an expected total of more than 70 individual projects will result from the mini-grant contract awards.

Targets:

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++
- To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.0 percent from 100 (2011 - 2015 moving average) to 99 by December 31, 2018.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 3.0 percentage points from the 2016 calendar base year average usage rate of 83.3 percent to 86.3 percent by December 31, 2018.
- To increase the observed child restraint usage from the 2016 observed rate of 98.4 to 100% by December 31, 2018.
- To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 moving average) to 62, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Child Passenger Safety/Training
<b>Project Number:</b>	405b-18-09
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$60,000.00

### Project Description:

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

<b>Funding Source:</b>	405b/M2CPS	<b>Funding Source Amount:</b>	\$60,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

<b>Project Name:</b>	Occupant Protection Public Information and Education
<b>Project Number:</b>	405b-18-10
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$100,000.00

**Project Description:**

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

<b>Funding Source:</b>	405b/M2PE	<b>Funding Source Amount:</b>	\$100,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Child Passenger Safety/Child Safety Seat Purchase/Distribution
<b>Project Number:</b>	405b-18-12
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$28,700.00

**Project Description:**

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

<b>Funding Source:</b>	405b/M2CSS	<b>Funding Source Amount:</b>	\$28,700.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP?</b> No			

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<b>Project Name:</b>	Occupant Protection Information System
<b>Project Number:</b>	405b-18-13
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$84,000.00

**Project Description:**

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

<b>Funding Source:</b>	405b/M2OP	<b>Funding Source Amount:</b>	\$84,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Occupant Protection High Visibility Enforcement
<b>Project Number:</b>	405b-18-14
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$200,000.00

**Project Description:**

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide *Click It or Ticket* Mobilizations. Participating agencies will be provided funding assistance for overtime salaries with the enforcement split daytime (50%) and nighttime (50%).

<b>Funding Source:</b>	405b/M2HVE	<b>Funding Source Amount:</b>	\$200,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? Yes</b>			

**Section 405b - Occupant Protection Grant  
Budget Summary**

Project Grant Number	Project Grant Title	Budget	Budget Source
405b-18-09	Child Passenger Safety/Training	\$60,000.00	405b
405b-18-10	Occupant Protection/Public Education	\$100,000.00	405b
405b-18-12	Child Passenger Safety/Child Safety Seat Purchase/Distribution	\$28,700.00	405b
405b-18-13	Occupant Protection/Information System	\$84,000.00	405b
405b-18-14	Occupant Protection High Visibility Enforcement	\$200,000.00	405b
<b>Total 405b Total</b>		<b>\$472,700.00</b>	



**Section 402 - Occupant Protection Program Area**  
**Section 405b - Occupant Protection Grant**  
**Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-03	Occupant Protection Program Coordination	\$80,000.00	402
402-18-04	Occupant Protection Public Information and Education	\$400,000.00	402
402-18-14	Road Safety – Employers & Employees Education Program	\$73,400.00	402
402-18-38	Traffic Safety Coalition Support	\$80,000.00	402
<b>Total 402 Funds</b>		<b>\$633,400.00</b>	
405b-18-09	Child Passenger Safety/Training	\$60,000.00	405b
405b-18-10	Occupant Protection/Public Education	\$100,000.00	405b
405b-18-12	Child Passenger Safety/Child Safety Seat Purchase/Distribution	\$28,700.00	405b
405b-18-13	Occupant Protection/Information System	\$84,000.00	405b
405b-18-14	Occupant Protection High Visibility Enforcement	\$200,000.00	405b
<b>Total 405/405b Total</b>		<b>\$472,700.00</b>	
<b>Total 402 Funds</b>		<b>\$633,400.00</b>	
<b>Total 405b Funds</b>		<b>\$472,700.00</b>	
<b>Total All Funds</b>		<b>\$1,106,100.00</b>	

## Section 402 - Police Traffic Services Program Area

The target of the 402 Police Traffic Service Program Area is to provide funding to reduce traffic fatalities and serious injuries. This will provide funding for law enforcement overtime for special enforcement activities including “Click It or Ticket” mobilizations along with other specialty overtime enforcement throughout the fiscal year. While there is only one program task, an expected total of more than 50 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To decrease the increasing trend for fatalities/100 VMT by 1 percent from the 5 year rolling average of 1.122 percent in 2012 - 2016 to 1.117 for 2014 - 2018.++
- Reduce all other factors, fatal, A and B crashes by 11.1 percent from 3,936 (2011 - 2015 moving average) to 3,499, based on past trends, by December 31, 2018.
- To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 moving average) to 62, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Traffic Selective Overtime Enforcement
<b>Project Number:</b>	402-18-27
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$250,000.00

**Project Description:**

Funding is provided to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include *Click It or Ticket*. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference will be given to the priority counties. Participating agencies will be provided funding assistance for overtime salaries.

<b>Funding Source:</b>	402/PT	<b>Funding Source Amount:</b>	\$250,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	80%
<b>Is this project a part of the TSEP? Yes</b>			

### Section 402 - Police Traffic Services Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-18-27	Traffic Selective Overtime Enforcement	\$250,000.00	402
<b>Total 402 Funds</b>		<b>\$250,000.00</b>	

## Section 402 - Traffic Records Program Area

Federal 402 funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures to capture, store, transmit, analyze and interpret highway safety data. While there are only two program tasks, an expected total of 4 individual projects will result from the mini-grant contract agreements.

**Target:**

- To provide guidance in the development and implementation of a comprehensive Traffic Safety Information System Strategic Plan which offers a foundation for improving traffic records systems within Nebraska.

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<b>Project Name:</b>	Traffic Records
<b>Project Number:</b>	402-18-30
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$10,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/TR	<b>Funding Source Amount:</b>	\$10,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Computer System
<b>Project Number:</b>	402-18-31
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$5,000.00

**Project Description:**

Grant funds to the HSO for supplies, upgrading, purchasing computer related equipment, software and/or other necessary equipment to enhance research and analysis capabilities of traffic safety issues.

<b>Funding Source:</b>	402/TR	<b>Funding Source Amount:</b>	\$5,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

**Section 402 - Traffic Records Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-30	Traffic Records	\$10,000.00	402
402-18-31	Computer Systems	\$5,000.00	402
<b>Total 402 Funds</b>		<b>\$15,000.00</b>	

## Section 405c - State Traffic Safety Information System Improvements Grant

Federal 405c funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures to capture, store, transmit, analyze and interpret highway safety data. Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in January 2016. The assessment is used as a guide for 405c project priorities both short and long term. While there are five program task, an expected total of around 3 individual projects will result from the mini-grant contract agreements.

**Target:**

- To provide guidance in the development and implementation of a comprehensive Traffic Safety Information System Strategic Plan which offers a foundation for improving traffic records systems within Nebraska.
- To improve the collection, access, and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout the criminal justice system to law enforcement agencies, other users and consumers who use the data.
- To link crash data to medical information to create an improved representation of motor vehicle crash outcomes and projected costs of a crash.

<b>Project Name:</b>	E-Citation and Traffic Record Improvement
<b>Project Number:</b>	405c-18-01
<b>Sub-Recipient:</b>	Nebraska Crime Commission
<b>Total Project Amount:</b>	\$117,731.00

**Project Description:**

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

<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$117,731.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	EMS (Emergency Medical Services) Data Quality Assessment
<b>Project Number:</b>	405c-18-11
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services
<b>Total Project Amount:</b>	\$38,245.00

**Project Description:**

Grant funding 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. Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), the Lincoln Fire and Rescue data base, and the Omaha Fire and Rescue database. The target is to encourage EMS responders to transmit the EMS data electronically and to assess and improve the quality of the Nebraska EMS data.

<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$38,245.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Crash Outcome Data Evaluation System (CODES)
<b>Project Number:</b>	405c-18-14
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services
<b>Total Project Amount:</b>	\$174,677.00

**Project Description:**

Grant funding to DHHS to create a CODES 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 and projected costs of a crash.

<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$174,677.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	E-CODE Data Quality Assessment and Improvement
<b>Project Number:</b>	405c-18-15
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services
<b>Total Project Amount:</b>	\$44,347.00

**Project Description:**

Grant funding 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. 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.

<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$44,347.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Traffic Records Program Coordination
<b>Project Number:</b>	405c-18-16
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$25,000.00

**Project Description:**

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

<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$25,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

**Section 405c - State Traffic Safety Information System Improvements Grant  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
405c-18-01	E-Citation Automation	\$117,731.00	405c
405c-18-11	EMS Data Quality Assessment & Improvement	\$38,245.00	405c
405c-18-14	Crash Outcome Data Evaluation System (CODES)	\$174,677.00	405c
405c-18-15	E-CODE Data Quality Assessment and Improvement	\$44,347.00	405c
405c-18-16	Traffic Records Program Coordination	\$25,000.00	405c
<b>Total 405c Funds</b>		<b>\$400,000.00</b>	

**Section 402 - Traffic Records Program Area**  
**Section 405c - State Traffic Safety Information System Improvements Grant**  
**Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-30	Traffic Records	\$10,000.00	402
402-18-31	Computer Systems	\$5,000.00	402
<b>Total 402 Funds</b>		<b>\$15,000.00</b>	
405c-18-01	E-Citation Automation	\$117,731.00	405c
405c-18-11	EMS Data Quality Assessment & Improvement	\$38,245.00	405c
405c-18-14	Crash Outcome Data Evaluation System (CODES)	\$174,677.00	405c
405c-18-15	E-CODE Data Quality Assessment and Improvement	\$44,347.00	405c
405c-18-16	Traffic Records Program Coordination	\$25,000.00	405c
<b>Total 405c Funds</b>		<b>\$400,000.00</b>	
<b>Total 402 Funds</b>		<b>\$15,000.00</b>	
<b>Total 405c Funds</b>		<b>\$400,000.00</b>	
<b>Total All Funds</b>		<b>\$415,000.00</b>	



## Section 402 - Distracted Driving Program Area

The target of the 402 Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distract driving media campaigns throughout the fiscal year. While there is only one program task, an expected total of more than 3 individual projects will result from the mini-grant contract awards.

### Targets:

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce drivers age 20 and younger involved in fatal crashes by 28.6 percent from 35 (2011 - 2015 moving average) to 25, based on past trends, by December 31, 2018.
- Reduce youth-involved fatal, A and B crashes by 21.1 percent from 1,341 (2011 - 2015 moving average) to 1,058, based on past trends, by December 31, 2018.
- To limit increasing distracted driver fatal, A and B crashes by 2.8 percent from 793 (2011 - 2015 moving average) to 815, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Distracted Driving Public Information and Education
<b>Project Number:</b>	402-18-13
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$94,000.00

### Project Description:

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

<b>Funding Source:</b>	402/DD	<b>Funding Source Amount:</b>	\$94,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP? No</b>			

## Section 402 - Distracted Driving Program Area Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
402-18-13	Distracted Driving Public Information and Education	\$94,000.00	402
<b>Total 402 Funds</b>		<b>\$94,000.00</b>	

## Section 405e – Distracted Driving Grant

The target of the 405e Distracted Driving Grant provides funding to reduce traffic fatalities and serious injuries. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distract driving media campaigns throughout the fiscal year. While there are only two program task, an expected total of more than 10 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce drivers age 20 and younger involved in fatal crashes by 28.6 percent from 35 (2011 - 2015 moving average) to 25, based on past trends, by December 31, 2018.
- Reduce youth-involved fatal, A and B crashes by 21.1 percent from 1,341 (2011 - 2015 moving average) to 1,058, based on past trends, by December 31, 2018.
- To limit increasing distracted driver fatal, A and B crashes by 2.8 percent from 793 (2011 - 2015 moving average) to 815, based on past trends, by December 31, 2018.
- To limit increasing nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 6.9 percent from 58 (2011 - 2015 moving average) to 62, based on past trends, by December 31, 2018.

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<b>Project Name:</b>	Distracted Driving Public Information and Education
<b>Project Number:</b>	405e-18-01
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$50,000.00

**Project Description:**

This project provides funds to HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media and social media), and local agency/organization mini-grant agreements to increase general public awareness regarding the increasing issues of distracted driving.

<b>Funding Source:</b>	405e/M8PE	<b>Funding Source Amount:</b>	\$50,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Distracted Driving Selective Overtime Enforcement
<b>Project Number:</b>	405e-18-02
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$50,000.00

**Project Description:**

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

<b>Funding Source:</b>	405e/M8DDLE	<b>Funding Source Amount:</b>	\$50,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? Yes</b>			

**405e - Distracted Driving Grant  
Budget Summary**

Project Grant Number	Project Grant Title	Budget	Budget Source
405e-18-01	Distracted Driving Public Information and Education	\$50,000.00	405e
405e-18-02	Selective Overtime Distracted Driving Enforcement	\$50,000.00	405e
<b>Total 405e Funds</b>		<b>\$100,000.00</b>	

**Section 402 - Distracted Driving Program Area  
405e - Distracted Driving Grant  
Budget Summary**

Project Grant Number	Project Grant Title	Budget	Budget Source
402-18-13	Distracted Driving Public Information and Education	\$94,000.00	402
<b>Total 402 Funds</b>		<b>\$94,000.00</b>	
405e-18-01	Distracted Driving Public Information and Education	\$50,000.00	405e
405e-18-02	Selective Overtime Distracted Driving Enforcement	\$50,000.00	
<b>Total 405e Funds</b>		<b>\$100,000.00</b>	405e
<b>Total 402 Funds</b>		<b>\$94,000.00</b>	402
<b>Total 405e Funds</b>		<b>\$100,000.00</b>	405e
<b>Total All Funds</b>		<b>\$194,000.00</b>	

## Section 402 - Identification and Surveillance Program Area

Grant funding for the HSO staff for basic costs, including personal services, travel and office expenses, to coordinate, monitor, and audit speed- related program grants and activities (excluding the areas of alcohol, occupant protection, and speed). Funds will be used to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety. While there are only four program task, an expected total of more than 10 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce drivers age 20 and younger involved in fatal crashes by 28.6 percent from 35 (2011 - 2015 moving average) to 25, based on past trends, by December 31, 2018.
- To limit increasing distracted driver fatal, A and B crashes by 2.8 percent from 793 (2011 - 2015 moving average) to 815, based on past trends, by December 31, 2018.
- To hold steady pedestrian fatalities to 0.0 percent from 12 (2011 - 2015 moving average) to 12, based on past trends, by December 31, 2018.
- To reduce bicyclist fatalities by 50 percent from 2 (2011 - 2015 moving average) to 1, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Youth Public Information and Education
<b>Project Number:</b>	402-18-19
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$68,000.00

**Project Description:**

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), funding for local agency/organization to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver’s Seat, and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line.

<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$68,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	50%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Youth Program Coordination
<b>Project Number:</b>	402-18-21
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$25,000.00

**Project Description:**

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), funding for local agency/organization to use the mini-grant agreements to support youth traffic safety initiatives, the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line.

<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$25,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Traffic Safety Program Coordination
<b>Project Number:</b>	402-18-23
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$142,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$142,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Traffic Safety Public Information and Education
<b>Project Number:</b>	402-18-24
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$58,000.00

**Project Description:**

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds will be used to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety. Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska driver's to establish an annual baseline for measurement of driver's attitudes and behaviors.

<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$58,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	50%
<b>Is this project a part of the TSEP? No</b>			

**Section 402 - Identification and Surveillance Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-19	Youth Public Information and Education	\$68,000.00	402
402-18-21	Youth Program Coordination	\$25,000.00	402
402-18-23	Traffic Safety Program Coordination	\$142,000.00	402
402-18-24	Traffic Safety Public Information and Education	\$58,000.00	402
<b>Total 402 Funds</b>		<b>\$293,000.00</b>	

## Section 402 - Speed Control Program Area

Grant funding for the HSO staff for basic costs, including personal services, travel and office expenses, to coordinate, monitor, and audit speed-related program area grants and activities (excluding the areas of alcohol, occupant protection, and speed). Coordinate and provide technical assistance of the speed-related enforcement, training and support projects. While there are only two program tasks, an expected total of 3 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce speeding-related fatalities by 2.5 percent from 40 (2011 - 2015 moving average) to 39, based on past trends, by December 31, 2018.
- Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 moving average) to 4,386, based on past trends, by December 31, 2018.
- Reduce speed-related fatal, A and B crashes by 24.3 percent from 317 (2011 - 2015 moving average) to 24, based on past trends, by December 31, 2018.

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<b>Project Name:</b>	Speed Program Coordination
<b>Project Number:</b>	402-18-32
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$10,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/SC	<b>Funding Source Amount:</b>	\$10,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

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<b>Project Name:</b>	Speed Program Public Information and Education
<b>Project Number:</b>	402-18-35
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$25,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/SC	<b>Funding Source Amount:</b>	\$25,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	50%
<b>Is this project a part of the TSEP? No</b>			

**Section 402 - Speed Control Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-32	Speed Program Coordination	\$10,000.00	402
402-18-35	Speed Public Information and Education	\$25,000.00	402
<b>Total 402 Funds</b>		<b>\$35,000.00</b>	



## Section 402 - Speed Enforcement Program Area

Grant funding for law enforcement training, assist with mini-grants for speed-related overtime enforcement and support projects. There are two projects that will result in approximately 45 mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce speeding-related fatalities by 2.5 percent from 40 (2011 - 2015 moving average) to 39, based on past trends, by December 31, 2018.
- Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 moving average) to 4,386, based on past trends, by December 31, 2018.
- Reduce speed-related fatal, A and B crashes by 24.3 percent from 317 (2011 - 2015 moving average) to 24, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Traffic Law Enforcement
<b>Project Number:</b>	402-18-26
<b>Sub-Recipient:</b>	Nebraska Crime Commission
<b>Total Project Amount:</b>	\$102,438.00

**Project Description:**

Funding for the Nebraska Law Enforcement Training Center to conduct highway safety related courses for all Nebraska law enforcement agencies. Courses are offered in Radar and LIDAR Certification, Standardized Field Sobriety Testing (SFST), SFST updates, In-Car Camera, Crash Investigation (Basic, Intermediate and Advanced), Level 1 CAD Zone, and Advanced Roadside Impaired Driving Enforcement (ARIDE). The radar recertification interactive CD training will continue to be distributed to law enforcement agencies. Statewide training for preliminary and evidentiary breath testing instruments is supported by this project.

<b>Funding Source:</b>	402/SE	<b>Funding Source Amount:</b>	\$102,438.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	100%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Speed Selective Overtime Enforcement
<b>Project Number:</b>	402-18-33
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$160,000.00

**Project Description:**

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

<b>Funding Source:</b>	402/SE	<b>Funding Source Amount:</b>	\$160,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	90%
<b>Is this project a part of the TSEP? Yes</b>			

**Section 402 - Speed Enforcement Program Area  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-18-26	Traffic Law Enforcement	\$102,438.00	402
402-18-33	Speed Selective Overtime Enforcement	\$160,000.00	402

## Section 405f - Motorcyclist Safety Grant

Section 405f provides funds to aid in reducing the number of single and multi-vehicle crashes involving motorcycles. Funding may be used to enhance motorist and motorcyclist awareness programs with specific countermeasures aimed at both motorcycle operators and other drivers. Motorcycle rider training activities will also be supported. While there are only two program task, an expected total of 3 individual projects will result from the mini-grant contract awards.

**Targets:**

- To decrease the increasing trend for traffic fatalities by 1 percent from the 5 year rolling average in 2012 - 2016 of 222.4 to 228.5 for 2014 - 2018.
- To decrease serious traffic injuries by 4.1 percent from the 5 year rolling average in 2012 - 2016 of 1585.0 to 1,520.4 for 2014 - 2018.
- To reduce motorcyclist fatalities to 4.8 percent from 21 (2011 - 2015 moving average) to 20, based on past trends, by December 31, 2018.
- To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 2 (2011 - 2015 moving average) to 0, based on past trends, by December 31, 2018.
- Reduce fatal, A and B crashes by 9.5 percent from 4,844 (2011 - 2015 moving average) to 4,386, based on past trends, by December 31, 2018.

<b>Project Name:</b>	Motorcycle Public Information and Education
<b>Project Number:</b>	405f-18-01
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$45,000.00

**Project Description:**

Grant funding for HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media), local agencies/organizations using the mini-grant agreement process to local agencies and organizations, and special education related equipment purchases.

<b>Funding Source:</b>	405f/M9MA	<b>Funding Source Amount:</b>	\$45,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Motorcycle Training Assistance
<b>Project Number:</b>	405f-18-02
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$30,000.00

**Project Description:**

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

<b>Funding Source:</b>	405f/M9MT	<b>Funding Source Amount:</b>	\$30,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

**Section 405f- Motorcyclist Safety Grant  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
405f-18-01	Motorcycle Public Information and Education	\$45,000.00	405f
405f-18-02	Motorcycle Training Assistance	\$30,000.00	405f
<b>Total 405f Funds</b>		<b>\$75,000.00</b>	

## Section 1906 – Racial Profiling Data Collection Grant

Grant funding for providing law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection and prompt reporting of the required traffic stop data. Funding to provide increased support for the review and analysis of annual traffic stop data with special emphasis on federal highway safety funding enforcement operations. While there are only two program task, an expected total of 2 individual projects will result from the mini-grant contract awards.

**Target:**

- Increase the number of citations submitted electronically from the current 45% to 65% by December 31, 2018.

<b>Project Name:</b>	Improving Data Collection Methods and Reporting
<b>Project Number:</b>	1906-18-01
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$260,000.00

**Project Description:**

Grant funding for providing law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection and prompt reporting of the required traffic stop data.

<b>Funding Source:</b>	1906/F1906CMD	<b>Funding Source Amount:</b>	\$260,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

<b>Project Name:</b>	Review and Analysis of Collected Data
<b>Project Number:</b>	1906-18-02
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office
<b>Total Project Amount:</b>	\$36,000.00

**Project Description:**

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

<b>Funding Source:</b>	1906/F1906ER	<b>Funding Source Amount:</b>	\$36,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	0%
<b>Is this project a part of the TSEP? No</b>			

**Section 1906 – Racial Profiling Data Collection Grant  
Budget Summary**

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
1906-18-01	Improving Data Collection Methods and Reporting	\$260,000.00	1906
1906-18-02	Review and Analysis of Collected Data	\$36,000.00	1906
<b>Total 1906 Funds</b>		<b>\$296,000.00</b>	

# Section 402/405/1906 Obligation Cost Summary

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

HIGHWAY SAFETY PROGRAM COST SUMMARY  
2018 HSP SUBMITTED WITH PLAN

State: Nebraska

June 19, 2017

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-18-01-00-00	160,000.00	160,000.00	0.00	160,000.00	160,000.00	0.00
AL-18-06-00-00	200,695.00	200,695.00	0.00	200,695.00	200,695.00	200,695.00
AL-18-09-00-00	95,000.00	23,750.00	0.00	95,000.00	95,000.00	0.00
AL-18-10-00-00	200,000.00	150,000.00	0.00	200,000.00	200,000.00	100,000.00
AL-18-12-00-00	240,000.00	270,000.00	0.00	240,000.00	240,000.00	220,000.00
AL-18-17-00-00	176,561.00	220,701.25	0.00	176,561.00	176,561.00	176,561.00
AL-18-25-00-00	35,000.00	35,000.00	0.00	35,000.00	35,000.00	35,000.00
AL-18-30-00-00	127,500.00	127,500.00	0.00	127,500.00	127,500.00	127,500.00
AL-18-40-00-00	141,988.00	141,988.00	0.00	141,988.00	141,988.00	141,988.00
AL-18-41-00-00	50,000.00	50,000.00	0.00	50,000.00	50,000.00	50,000.00
CP-18-03-00-00	80,000.00	20,000.00	0.00	80,000.00	80,000.00	0.00
CP-18-04-00-00	400,000.00	300,000.00	0.00	400,000.00	400,000.00	200,000.00
CP-18-14-00-00	73,400.00	91,750.00	0.00	73,400.00	73,400.00	73,400.00
CP-18-28-00-00	80,000.00	80,000.00	0.00	80,000.00	80,000.00	80,000.00
PF-18-27-00-00	250,000.00	200,000.00	0.00	250,000.00	250,000.00	200,000.00
TR-18-30-00-00	10,000.00	12,500.00	0.00	10,000.00	10,000.00	10,000.00
TR-18-31-00-00	5,000.00	0.00	0.00	5,000.00	5,000.00	0.00
DD-18-13-00-00	94,000.00	94,000.00	0.00	94,000.00	94,000.00	94,000.00
IS-18-19-00-00	68,000.00	51,000.00	0.00	68,000.00	68,000.00	34,000.00
IS-18-21-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
IS-18-23-00-00	142,000.00	35,500.00	0.00	142,000.00	142,000.00	0.00
IS-18-24-00-00	58,000.00	43,500.00	0.00	58,000.00	58,000.00	29,000.00
SC-18-32-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
SC-18-35-00-00	25,000.00	18,750.00	0.00	25,000.00	25,000.00	12,500.00
SE-18-26-00-00	102,438.00	128,438.00	0.00	102,438.00	102,438.00	102,438.00
SE-18-33-00-00	160,000.00	175,000.00	0.00	160,000.00	160,000.00	150,000.00
<b>18+ TOTAL</b>	<b>\$3,009,582.00</b>	<b>\$2,458,451.75</b>	<b>\$0.00</b>	<b>\$3,009,582.00</b>	<b>\$3,009,582.00</b>	<b>\$2,037,082.00</b>
405b-18-09-00-00	60,000.00	15,000.00	0.00	60,000.00	60,000.00	0.00
405b-18-10-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405b-18-12-00-00	28,700.00	7,175.00	0.00	28,700.00	28,700.00	0.00
405b-18-13-00-00	84,000.00	21,000.00	0.00	84,000.00	84,000.00	0.00
405b-18-14-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
<b>405b Sub-total</b>	<b>\$472,700.00</b>	<b>\$118,175.00</b>	<b>\$0.00</b>	<b>\$472,700.00</b>	<b>\$472,700.00</b>	<b>\$0.00</b>
405c-18-01-00-00	117,731.00	29,432.75	0.00	117,731.00	117,731.00	0.00
405c-18-11-00-00	38,245.00	9,561.25	0.00	38,245.00	38,245.00	0.00
405c-18-14-00-00	174,677.00	43,669.25	0.00	174,677.00	174,677.00	0.00
405c-18-15-00-00	44,347.00	11,086.75	0.00	44,347.00	44,347.00	0.00
405c-18-16-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
<b>405c Sub-total</b>	<b>\$400,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>	<b>\$400,000.00</b>	<b>\$400,000.00</b>	<b>\$0.00</b>
405d-18-04-00-00	75,000.00	18,750.00	0.00	75,000.00	75,000.00	0.00
405d-18-05-00-00	375,000.00	93,750.00	0.00	375,000.00	375,000.00	0.00
405d-18-06-00-00	501,000.00	125,250.00	0.00	501,000.00	501,000.00	0.00
405d-18-07-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
405d-18-08-00-00	185,000.00	46,250.00	0.00	185,000.00	185,000.00	0.00
405d-18-09-00-00	350,000.00	87,500.00	0.00	350,000.00	350,000.00	0.00
405d-18-10-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405d-18-11-00-00	68,500.00	17,125.00	0.00	68,500.00	68,500.00	0.00
<b>405d Sub-total</b>	<b>\$1,774,500.00</b>	<b>\$443,625.00</b>	<b>\$0.00</b>	<b>\$1,774,500.00</b>	<b>\$1,774,500.00</b>	<b>\$0.00</b>
405e-18-01-00-00	50,000.00	12,500.00	0.00	50,000.00	50,000.00	0.00
405e-18-02-00-00	50,000.00	12,500.00	0.00	50,000.00	50,000.00	0.00
<b>405e Sub-total</b>	<b>\$100,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
405f-18-01-00-00	45,000.00	11,250.00	0.00	45,000.00	45,000.00	0.00
405f-18-02-00-00	30,000.00	7,500.00	0.00	30,000.00	30,000.00	0.00
<b>405f Sub-total</b>	<b>\$75,000.00</b>	<b>\$18,750.00</b>	<b>\$0.00</b>	<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$0.00</b>
1906-18-01-00-00	260,000.00	65,000.00	0.00	260,000.00	260,000.00	0.00
1906-18-02-00-00	36,000.00	9,000.00	0.00	36,000.00	36,000.00	0.00
<b>1906 Sub-total</b>	<b>\$296,000.00</b>	<b>\$74,000.00</b>	<b>\$0.00</b>	<b>\$296,000.00</b>	<b>\$296,000.00</b>	<b>\$0.00</b>
<b>Total FAST Act</b>	<b>\$3,118,200.00</b>	<b>\$779,550.00</b>	<b>\$0.00</b>	<b>\$3,118,200.00</b>	<b>\$3,118,200.00</b>	<b>\$0.00</b>

Division has over \$50 million available to use as matching funds. (DMV's Driver and Vehicle Records, Financial Responsibility, and Driver Licensing Services)

 6/19/17  
Fred E. Zwonechek Date

Administrator  
Nebraska Department of Transportation - Highway Safety Office



**APPENDIX A TO PART 1300 –  
CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS  
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,  
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

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

State: **Nebraska**

Fiscal Year: **2018**

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

**GENERAL REQUIREMENTS**

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

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

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

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



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

### **NONDISCRIMINATION**

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –



- Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**

(applies to subrecipients as well as States)

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

(applies to subrecipients as well as States)

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

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

(applies to subrecipients as well as States)

#### **Instructions for Primary Certification (States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;



- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**BUY AMERICA ACT**

(applies to subrecipients as well as States)

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



foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

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

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

**POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE Database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))



8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))


The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

6/22/17

Date

**Kyle Schneweis, P.E., Director**

Printed name of Governor's Representative for Highway Safety