

NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN

October 1, 2009 - September 30, 2010

Photo courtesy of: Nebraska Tourism –
"Highway 20 Sunset 01"
by M. Forsberg, Nebraska DED



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STATE OF NEBRASKA

"Performance-Based" Strategic Traffic Safety Plan

October 1, 2009
through
September 30, 2010

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EXECUTIVE SUMMARY

Mission Statement

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

Executive Summary

The Nebraska Office of Highway Safety (NOHS), a division of the Nebraska Department of Motor Vehicles, 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. Both traditional and innovative strategies are encouraged and utilized.

Staff members of the NOHS are responsible for the administration of the federal section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds. In addition, legislative responsibility for administering the state's Motorcycle Safety Act is also integrated into the NOHS activity along with the Enforcing Underage Drinking Laws federal grant funding from the U.S. Department of Justice.

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

The State of Nebraska, Nebraska Office of Highway Safety, submits their Fiscal Year 2010 (FY10) highway safety plan document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting highway safety identified problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402 Highway Safety Projects by Program Area for FY2010, additional Highway Safety Funding, and Non Highway Safety Program Funding. Additional sections provide the required federal States Certifications and Assurances and include the FY2010 Section 402 Obligation Cost Summary.

In addition to Section 402 funds, additional funding targets the following specific traffic safety issues:

- Section 405 Occupant Protection Incentive Grant will be used to increase the statewide safety belt usage with incentive awards for law enforcement agencies.
- Section 408 State Traffic Safety Information System Improvement Grant will be used to improve the State data systems linking medical, roadway and economic data.
- Section 410 Impaired Driving will fund equipment and training to reduce alcohol and other drug involvement in traffic crashes.
- Section 1906 Grant Program to Prohibit Racial Profiling grant will help to enforce laws prohibiting the use of racial profiling in the enforcement of traffic laws.
- Section 2010 Motorcycle Safety Grant funds are used to enhance motorist and

- motorcyclist awareness programs to reduce motorcycle crashes.
- The U.S. Department of Justice provides funding to enforce the laws on underage drinking problems through community coalition groups.

NOHS also provides support and assistance to other Nebraska Department of Motor Vehicles operations from traffic records to driver and vehicle licensing to motor carrier services to the financial responsibility and legal activities of the agency.

Process Description

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

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

Problem Identification

Problem identification is performed by the Nebraska Office of Highway Safety (NOHS) staff, with the sometime assistance of other state and local agencies, and involves the study 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, primary contributing factors; and usage of safety equipment.

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

The NOHS 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:

- Nebraska Supreme Court (Administrative Office of the Courts & Probation)
- Nebraska Department of Roads, Federal Highway Administration,

Nebraska Liquor Control Commission, Nebraska Attorney General, and Nebraska Commission on Law Enforcement and Criminal Justice.

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

Nebraska Hospital Association, Nebraska Nurses Association, Nebraska Department of Health and Human Services, Nebraska Department of Motor Vehicles, Nebraska Department of Education, Nebraska State Patrol;

Non-profit organizations:

Mothers Against Drunk Driving, National Safety Council, Greater Omaha Chapter, Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Safety Council, Inc., University of Nebraska – Kearney Nebraska Safety Center, etc.; University of Nebraska – Lincoln,

Professional associations:

Nebraska County Attorney's Association, Nebraska Trucking Association, Police Officer's Association of Nebraska, Nebraska Sheriff's Association, etc., and interested individuals.

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:

City of Omaha Prosecutor's Office, CODES Data Management Team, Independence Center Advisory Committee, Nebraska Operation Lifesaver Committee, Nebraska Partners in Prevention, Click It – Don't Risk It! Steering Committee, Nebraska Prevention Center for Alcohol and Drug Abuse, Nebraska Preventive Health Advisory Committee, Nebraska Safety Center Advisory Council, Nebraska AAA Foundation, Youth In Action, NU Directions – University of Nebraska – Lincoln, Project Extra Mile, Students Against Destructive Decisions, Health Education Inc., Nebraska Transportation Coalition, Nebraska Driver Mobility Coalition, Traffic Records Coordinating Committee, Injury Prevention Planning Group, and Nebraska Underage Drinking Advisory Task Force.

Other critical considerations in the problem identification process are the use of conducted assessments, surveys (attitudinal, observations, etc.) evaluations (administrative, scientific, etc.) and studies. Years-of-life lost (see page 20) is a public health measure that will also be utilized. 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 FY2010 problem identification process, the NOHS has elected to review 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. Calendar year data are being utilized.

Geographical consideration is used in the problem identification process including dividing the problems according to Nebraska's three United States House of Representatives Districts. Further geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 80% of the population within those congressional districts. These counties and the communities within them have been selected based upon crash data from the previous three years.

Nebraska Annual Comparative Data Chart

Nebraska Annual Comparative Data										
					Progress Report Data CY2005-2008				Projection	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Number of Fatalities (F)	246	307	293	254	276	269	256	208	183	166
Total Rural Fatalities	179	249	237	208	213	209	205	176	169	162
Total Urban Fatalities	67	58	56	46	63	60	51	32	14	10
Number of Serious Injuries (A)	2,421	2,431	2,232	2,107	2,053	1,965	1,976	1,854	1,722	1,672
Fatalities & Serious Injuries Combined (F/A)	2,667	2,738	2,525	2,361	2,329	2,234	2,232	2,062	1,905	1,838
Vehicles Miles (Millions)	17,940	18,403	18,592	18,811	18,938	19,222	19,202	18,864	19,146	19,433
Rural Vehicles Miles (Millions)	10,965	11,351	11,258	11,172	11,172	11,020	11,129	10,714	10,874	11,037
Urban Vehicles Miles (Millions)	6,975	7,052	7,334	7,639	7,766	8,202	8,073	8,149	8,272	8,396
Total Fatalities Per 100 Million VMT	1.37	1.67	1.58	1.35	1.46	1.40	1.33	1.10	0.96	0.85
Total Rural Fatalities Per 100 Million VMT	1.63	2.19	2.11	1.86	1.91	1.90	1.84	1.64	1.55	1.47
Total Urban Fatalities Per 100 Million VMT	0.96	0.82	0.76	0.60	0.81	0.73	0.63	0.39	0.17	0.12
Fatality & Serious Injury Rate / (100 million VMT)	14.9	14.9	13.6	12.6	12.3	11.6	11.6	10.9	9.9	9.5
Population	1,711,263	1,711,263	1,711,263	1,738,189	1,747,214	1,768,331	1,774,571	1,783,432	1,819,000	1,854,568
Fatality Rate /100K Population	14.4	17.9	17.1	14.6	15.8	15.2	14.4	11.7	10.1	9.0
Fatality & Serious Injury Rate /100K Population	155.8	160.0	147.6	135.8	133.3	126.3	125.8	115.6	104.7	99.1
Alcohol-Related Fatalities	89	115	100	89	81	86	91	67	61	55
Alcohol-Related Fatalities as a % of All Fatalities	36.2%	37.5%	34.1%	35.0%	29.3%	32.0%	35.5%	32.2%	33.3%	33.1%
Alcohol-Related Fatality Rate / (100 million VMT)	0.50	0.62	0.54	0.47	0.43	0.45	0.47	0.36	0.32	0.28
Fatal, A and B Injury Crashes	7,237	6,916	6,682	6,305	6,051	5,706	5,830	5,514	5,137	5,030
Alcohol-Related Fatal, A and B Crashes	694	820	781	748	698	682	712	685	654	653
Percent of Population Observed Using Safety Belts*	70.2%	69.7%	76.1%	79.2%	79.2%	76.0%	78.7%	82.7%	87.6%	90.6%
Speed-Related Fatal, A and B Injury Crashes	1,187	656	622	581	576	425	535	400	345	327
Youth-Involved Fatal, A and B Injury Crashes	2,841	2,672	2,486	2,253	2,207	2,010	1,776	1,725	1,535	1,431
All Other Factors - Fatal, A and B Injury Crashes	5,356	5,440	5,279	4,976	4,777	4,599	4,583	4,429	4,138	4,050
Percent of unbelted drivers and occupants seriously injured or killed in a crash	55.6%	54.8%	45.7%	54.0%	52.1%	48.1%	47.7%	45.8%	42.2%	41.1%
Unrestrained Passenger Vehicle Fatalities	107	162	151	118	145	136	122	114	110	106
Speed-Related Fatalities	66	44	38	42	51	64	44	42	40	38
Motorcycle Fatalities	12	15	13	21	17	18	15	20	19	18
Unhelmeted Motorcycle Fatalities	2	3	3	4	3	4	4	4	3	3
Drivers 20 or Younger in Fatal Crashes	65	66	57	62	54	68	71	47	45	43
Pedestrian Fatalities	12	12	12	9	8	9	8	5	4	3
Safety Belt Citations Grant Funded						8,412	13,635	14,197	14,764	15,354
Impaired Driving Arrests Grant Funded						724	874	1,882	1,957	2,035
Speeding Citations Grant Funded						1,237	2,293	2,306	2,398	2,493

*Safety belt percentages from "The Buffalo Beach Company" statewide observation Safety Belt Use Surveys

Performance Goals Selections

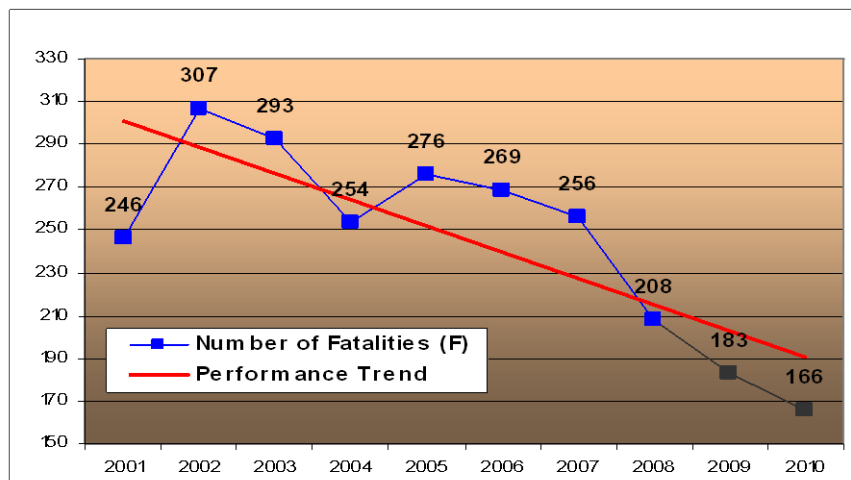
Performance goals, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National Highway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

Using the experience and expertise of the NOHS professional staff, an appropriate overall statewide performance goal and performance measures in selected emphasis areas are established. Projections are based on a regression analysis program. The projection is based upon a sustained level of activity and the goal is established by anticipating additional activity that more precisely targets identified problems.

Performance Goals and Trends

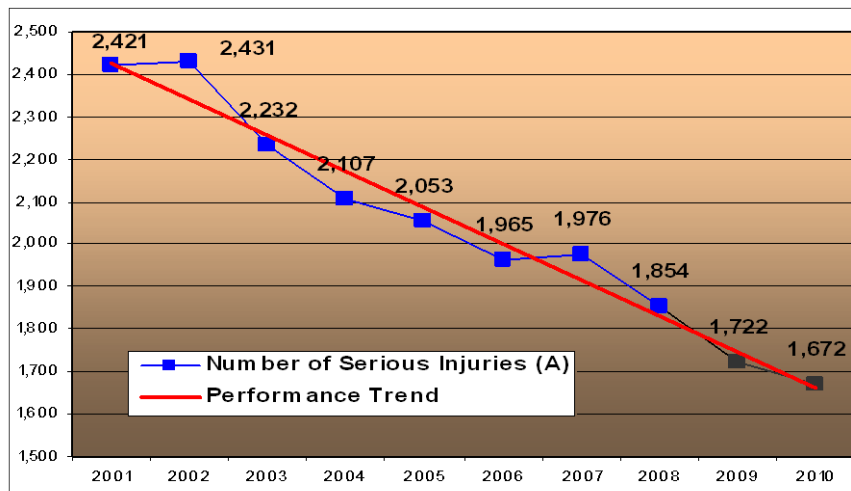
Goal: Fatalities

Reduce Fatalities by 4% to 166 in CY2010.



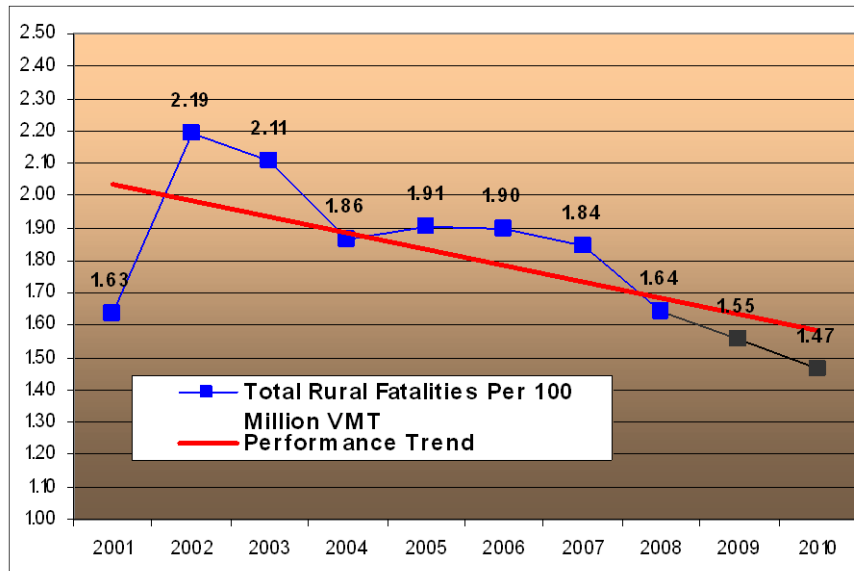
Goal: Serious Injuries

Reduce Serious Injuries to 1,672 in CY2010.



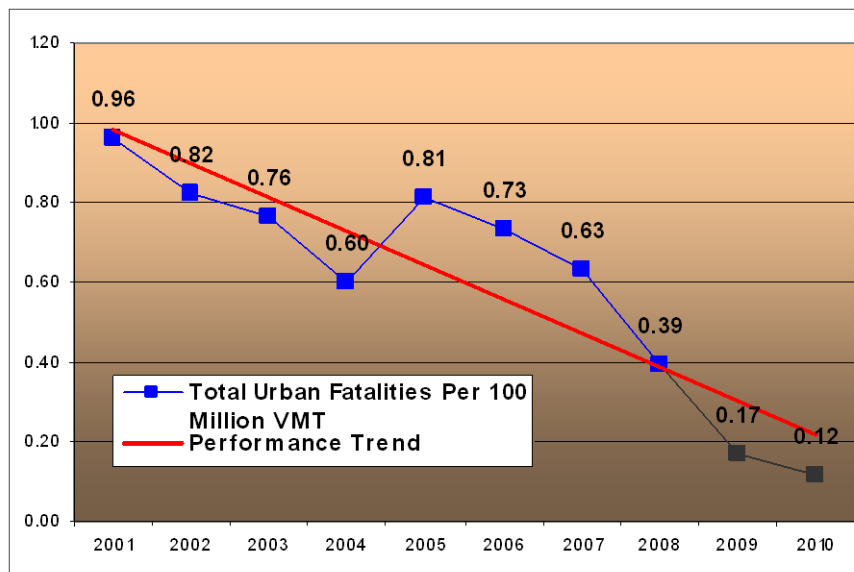
Goal: Rural Fatalities/VMT (FARS-NHTSA Fatal Accident Reporting System)

Reduce Rural Fatalities / (100 Million VMT) to 1.47 in CY2010.



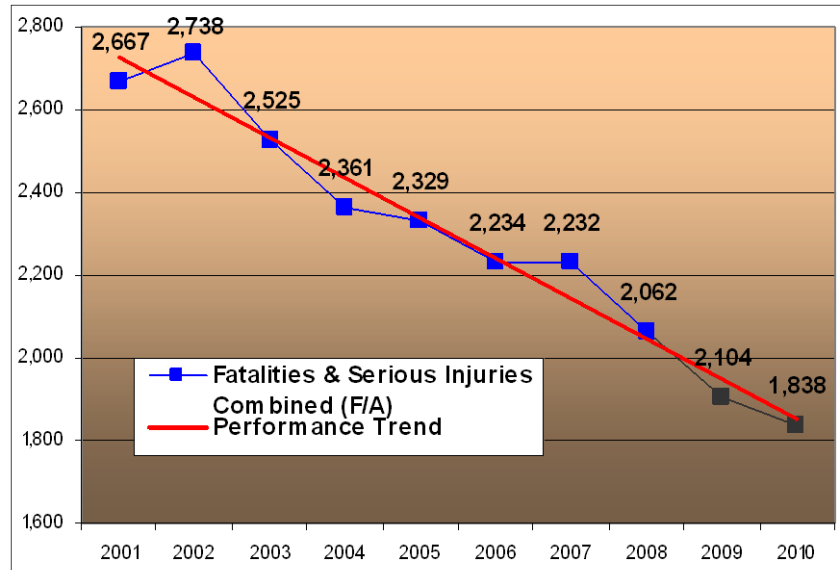
Goal: Urban Fatalities/VMT (FARS)

Reduce Urban Fatalities / (100 Million VMT) to .12 in CY2010.



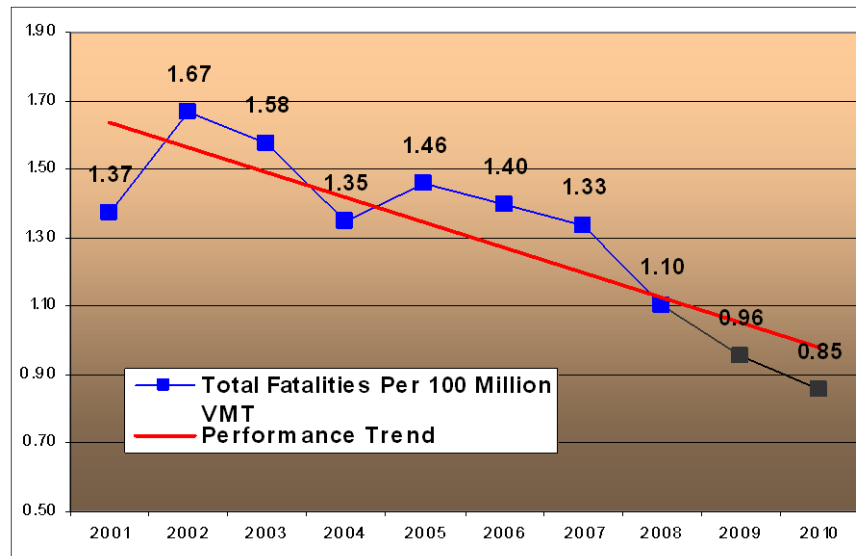
Goal: Fatalities and Serious Injuries

Reduce Fatalities and Serious Injuries to 1,838 in CY2010.



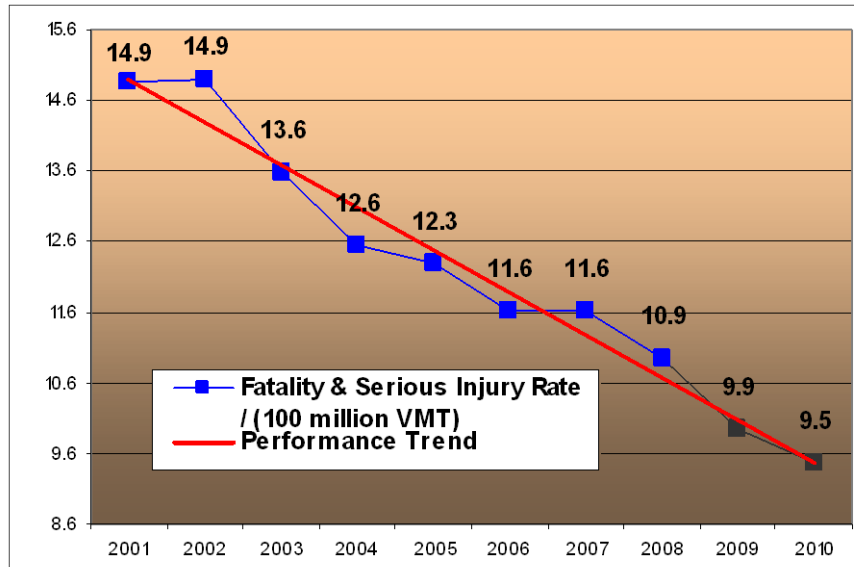
Goal: Fatality Rate/VMT

Reduce Fatality Rate / (100 Million VMT) to 0.85 in CY2010.



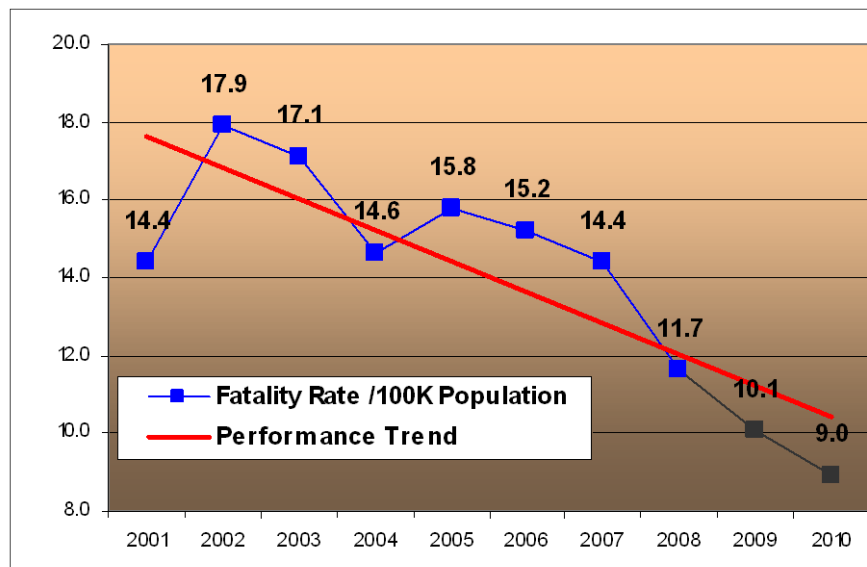
Goal: Fatality and Serious Injury Rate/VMT

Reduce the Fatality and Serious Injury Rate to 9.5 in CY2010.



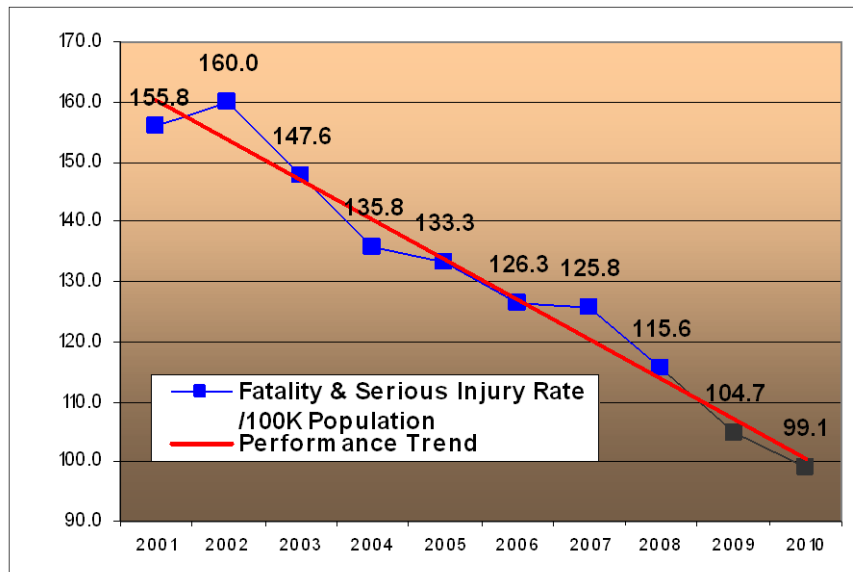
Goal: Fatality Rate/100K Population

Reduce the Fatality Rate / 100K Population to 9.0 in CY2010.



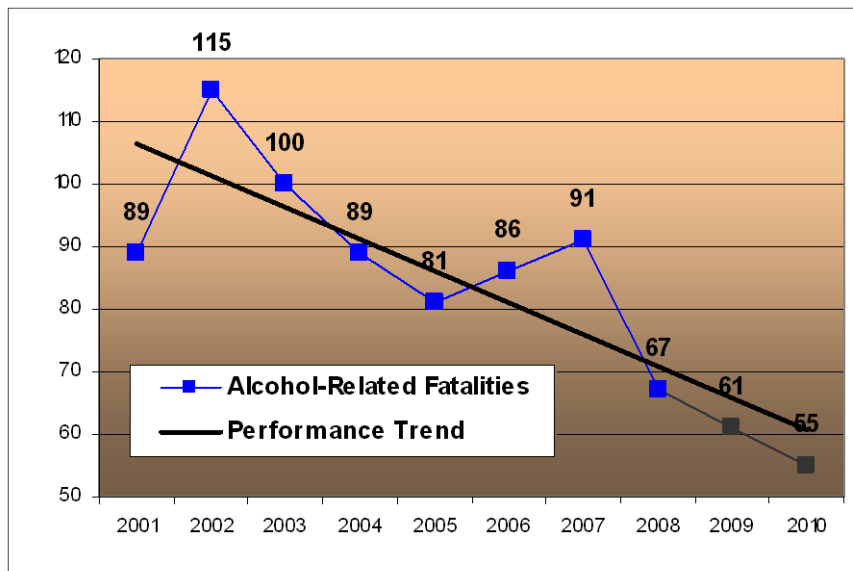
Goal: Fatality/Serious Injury Rate/100K Population

Reduce Fatality and Serious Injury Rate / 100K Population to 99.1 in CY2010.



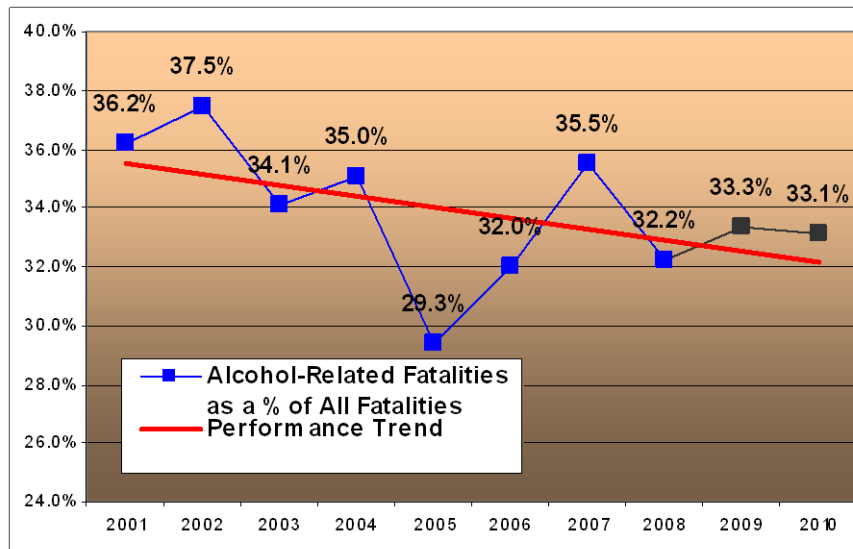
Goal: Alcohol-Related Fatalities

Reduce Alcohol-Related Fatalities to 55 in CY2010.



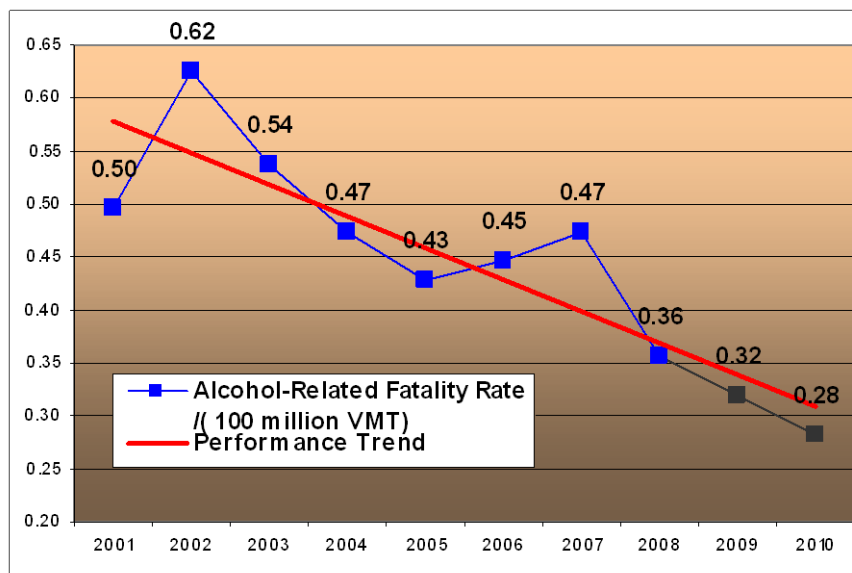
Goal: Alcohol-Related Fatality Proportion

Reduce Alcohol-Related Fatalities as a Percentage of All Fatalities to 33.1% in CY2010.



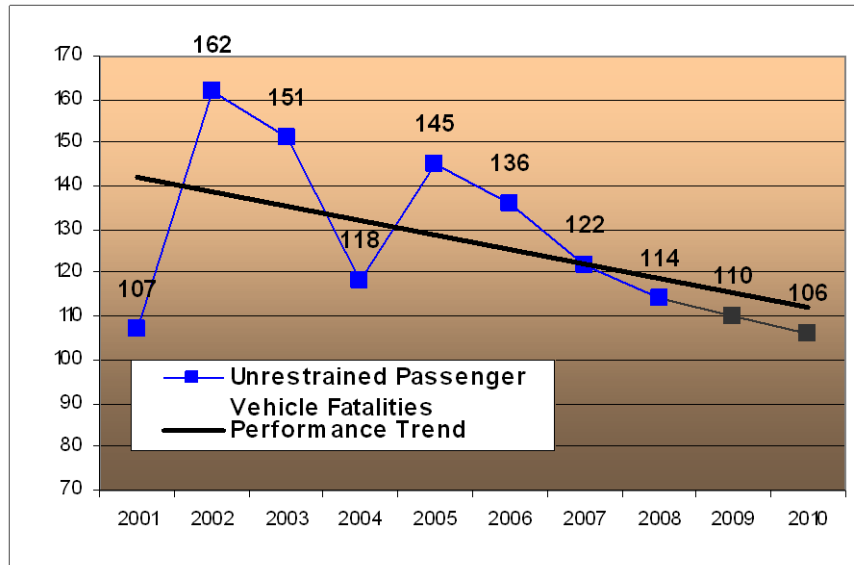
Goal: Alcohol Fatality Rate/VMT

Reduce Alcohol-Related Fatality Rate / (100 Million VMT) to 0.28 in CY2010.



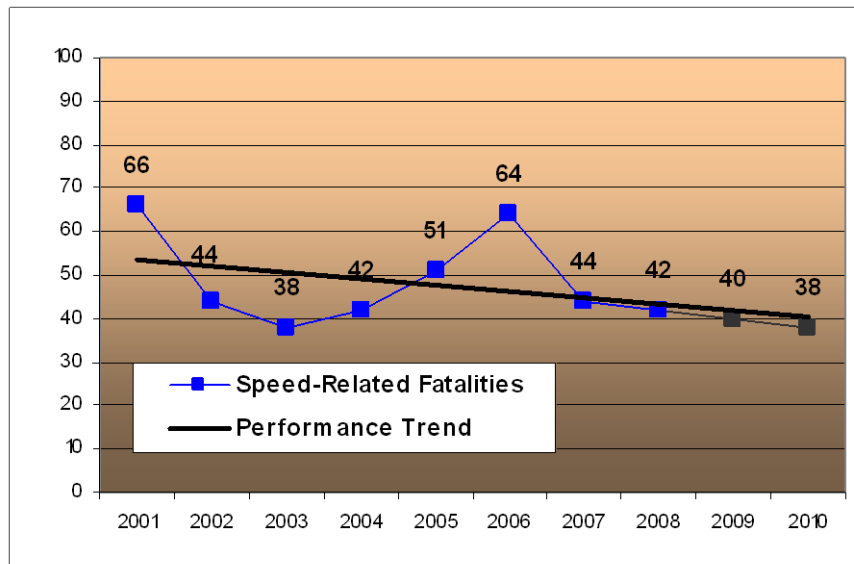
Goal: Unrestrained Passenger Vehicle Fatalities (FARS)

Increase use of Unrestrained Passenger Vehicle Fatalities to 106 in CY2010.



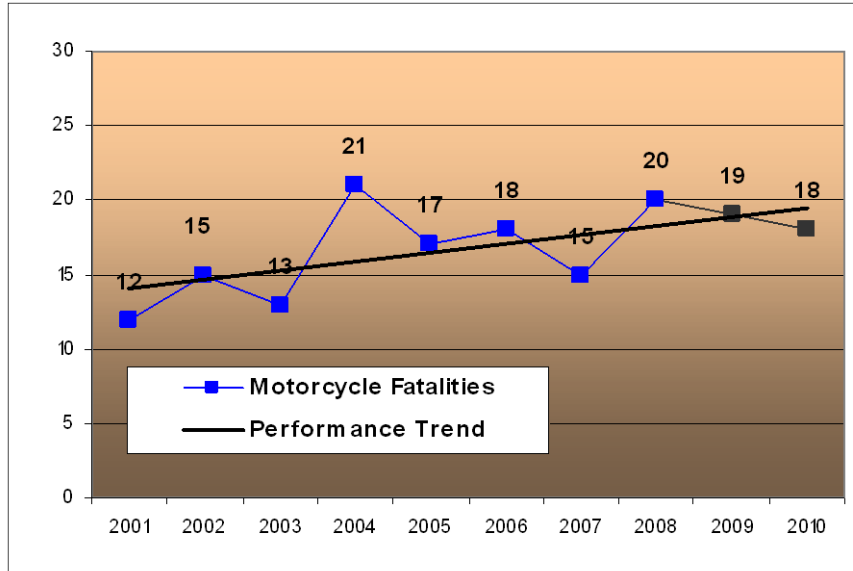
Goal: Speed-Related Fatalities (FARS)

Reduce the number of Speed-Related Fatalities to 38 in CY2010.



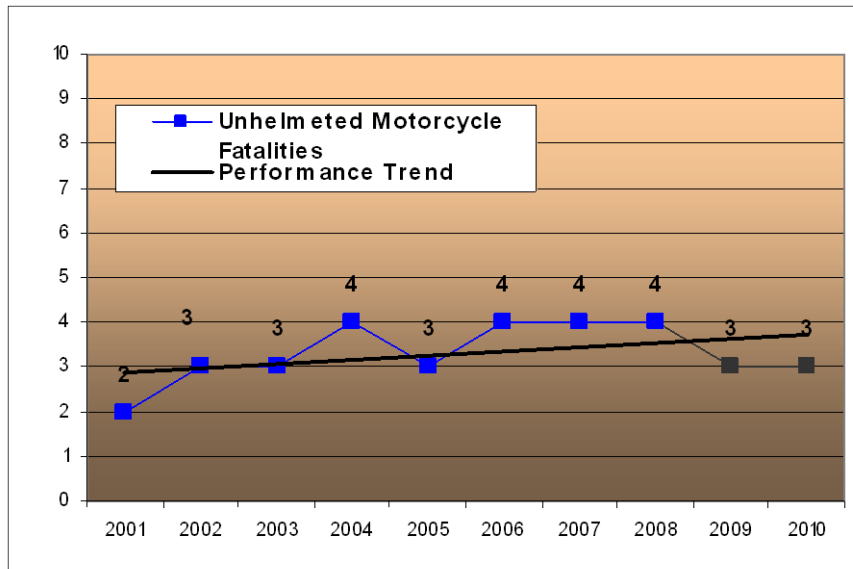
Goal: Motorcycle Fatalities (FARS)

Reduce the number of Motorcycle Fatalities to 18 in CY2010.



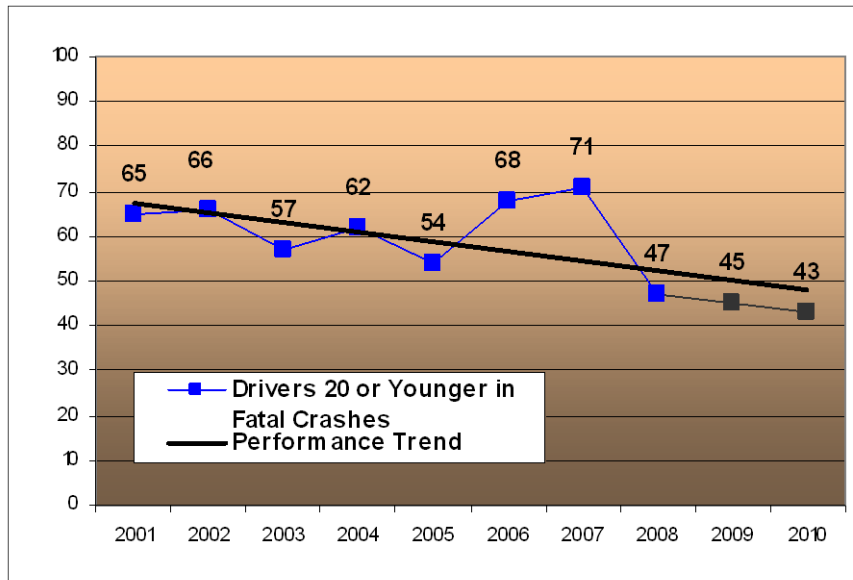
Goal: Unhelmeted Motorcycle Fatalities (FARS)

Reduce the number of Unhelmeted Motorcycle Fatalities to 3 in CY2010.



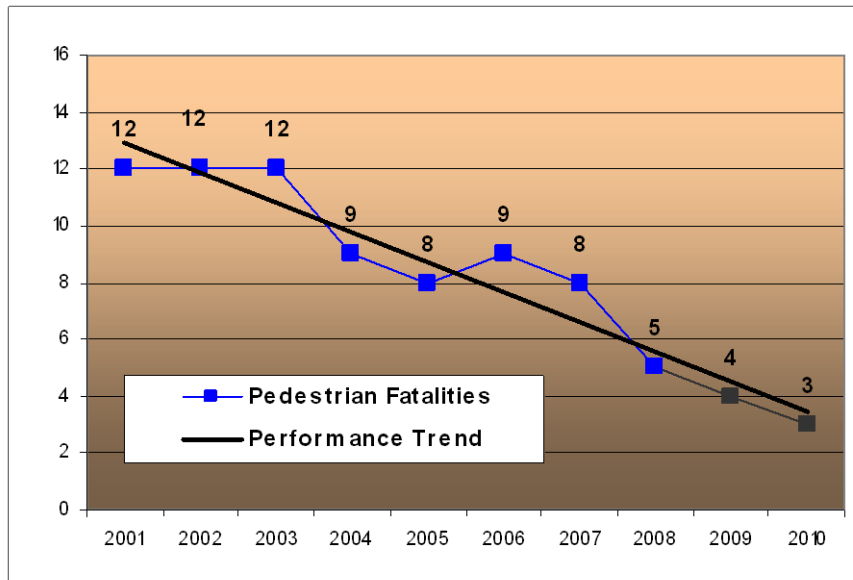
Goal: Drivers 20 or Younger in Fatal Crashes (FARS)

Reduce the number of Drivers 20 or Younger in Fatal Crashes to 43 in CY2010.



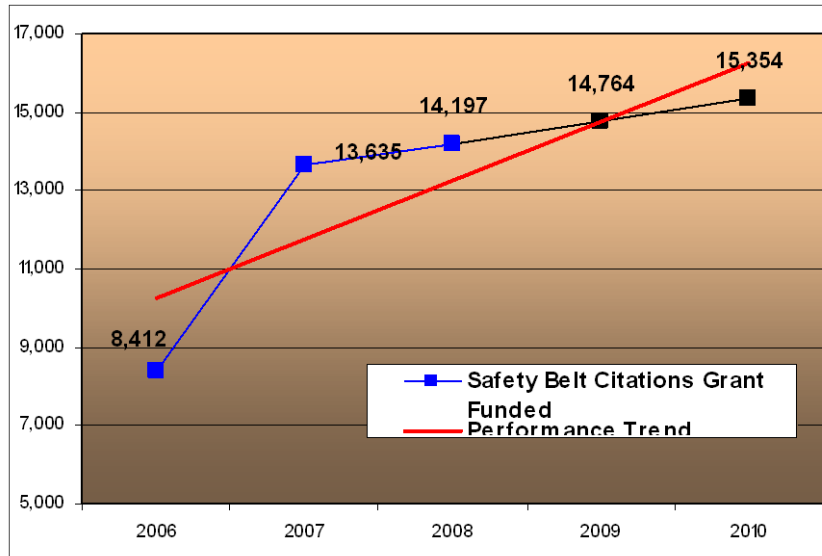
Goal: Pedestrian Fatalities (FARS)

Reduce the number of Pedestrian Fatalities to 3 in CY2010.



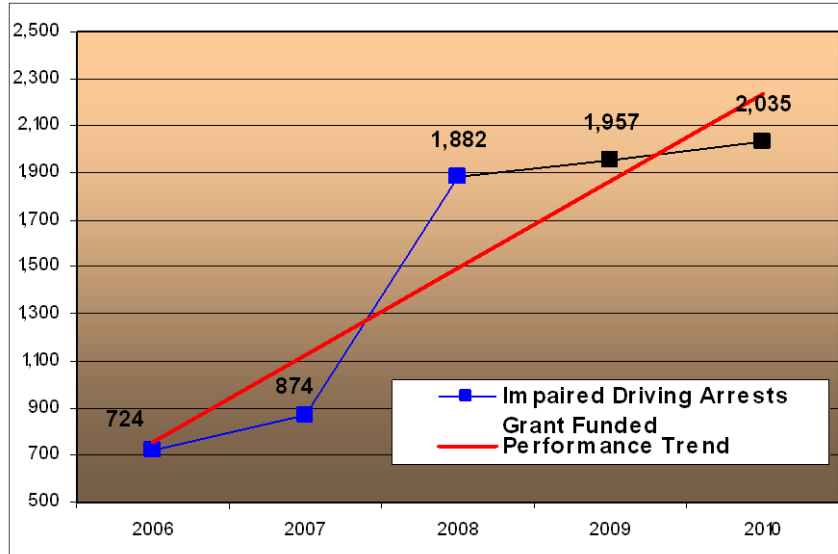
Goal: Safety Belt Citations Grant Funded

Increase the number of Safety Belt Citations Grant Funded to 15,354 in CY2010.



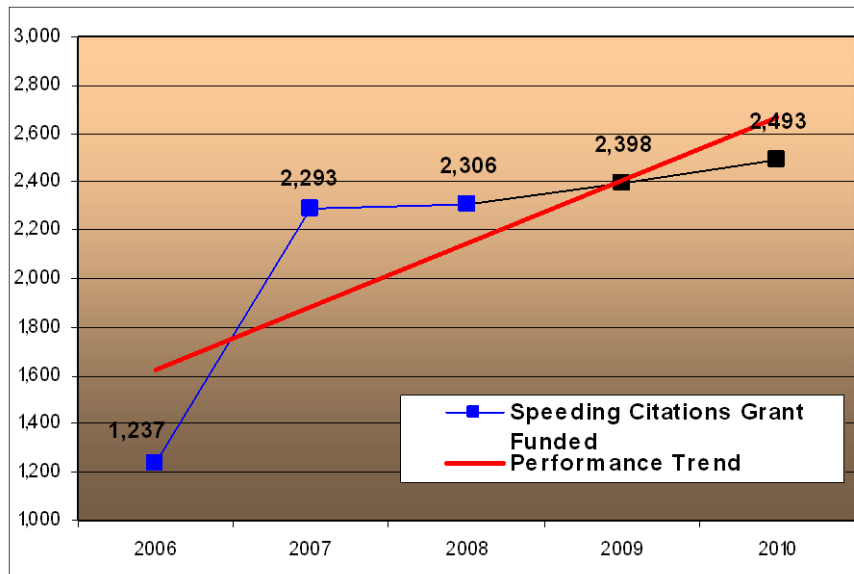
Goal: Impaired Driving Arrests Grant Funded

Increase the number of Impaired Driving Arrests to 2,035 in CY2010.



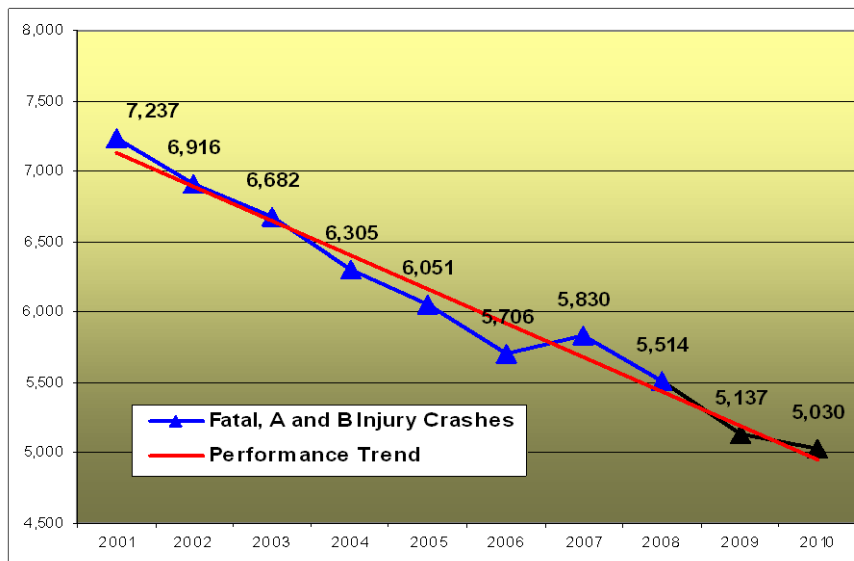
Goal: Speeding Citations Grant Funded

Increase the number of Speeding Citations Grant Funded to 2,493 in CY2010.



Overall Goal: Fatal, A and B Injury Crashes

Reduce Fatal, A and B Injury Crashes by 4% (5,030) in CY2010.

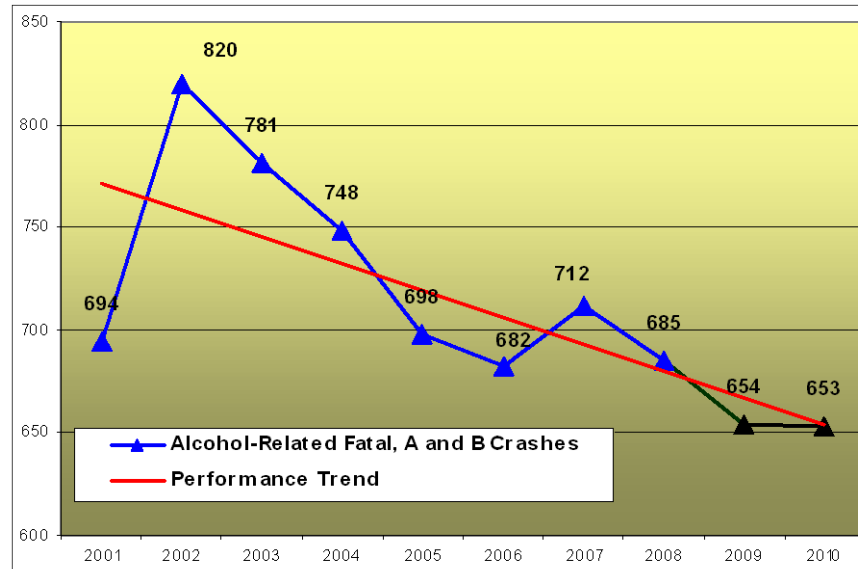


Performance Measures

The FY2010 selected emphasis areas are as follows:

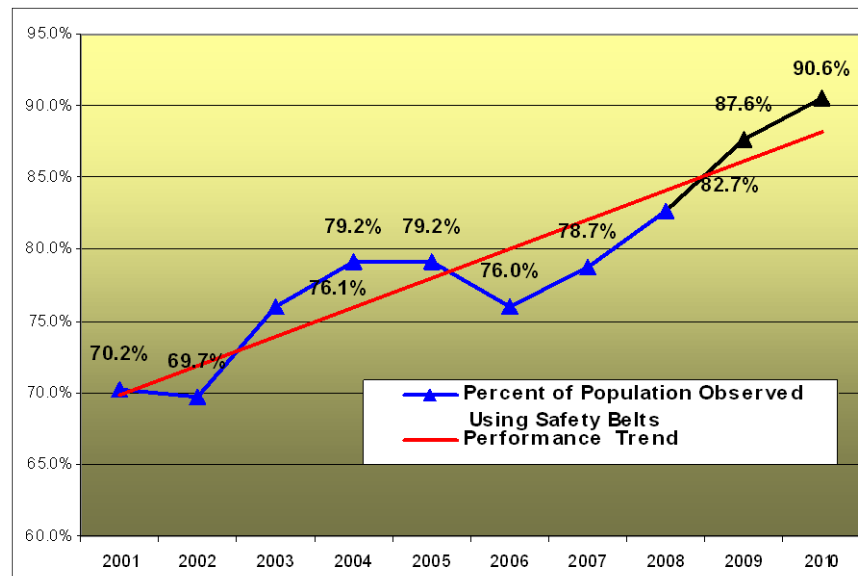
1. Alcohol-Related Fatal, A and B Injury Crashes

Reduce Alcohol-Related Fatal, A and B Injury Crashes by 4% (653) in CY2010.



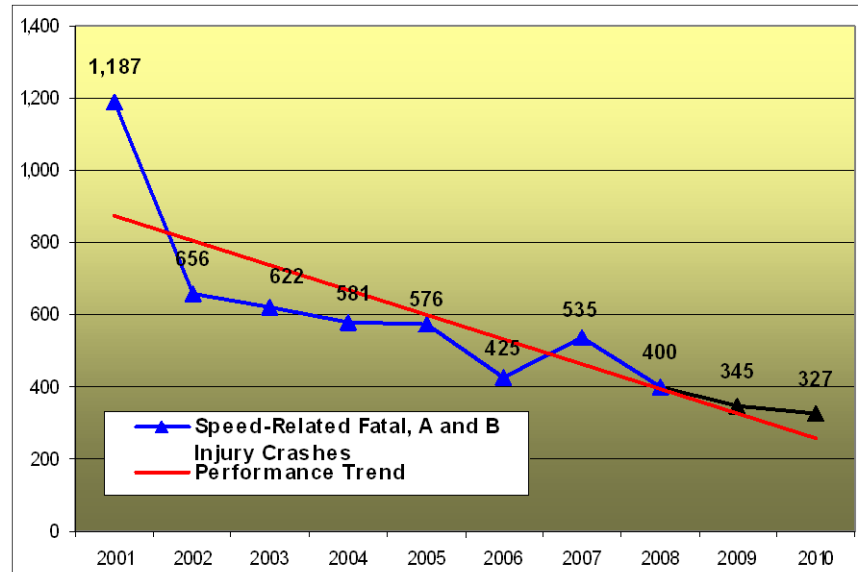
2. Occupant Restraint Use

Increase the observed Occupant Restraint Usage Rate to 90.6% in CY2010.



3. Speed-Related Fatal, A and B Injury Crashes

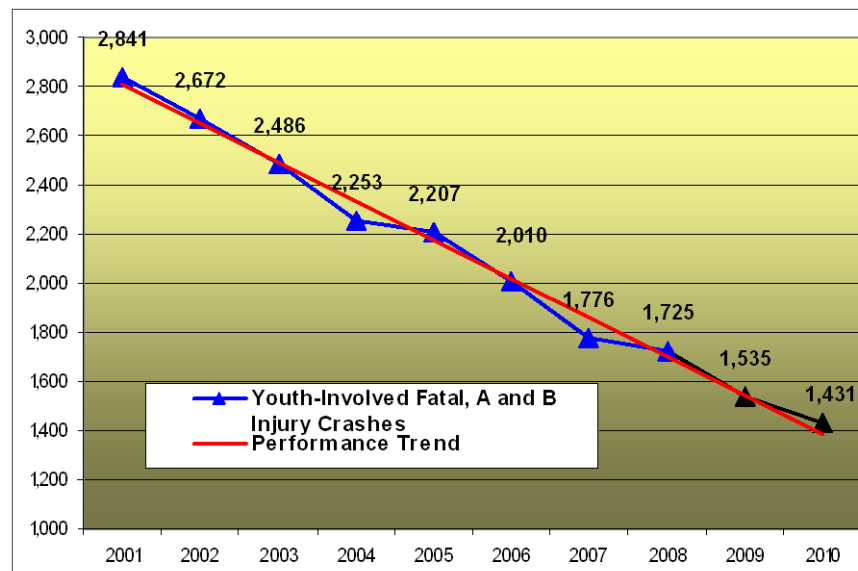
Reduce Speed-Related Fatal, A and B Injury Crashes by 4% (327) in CY2010.



Note: 2002 changes were made to Database affected speed-related crash data.

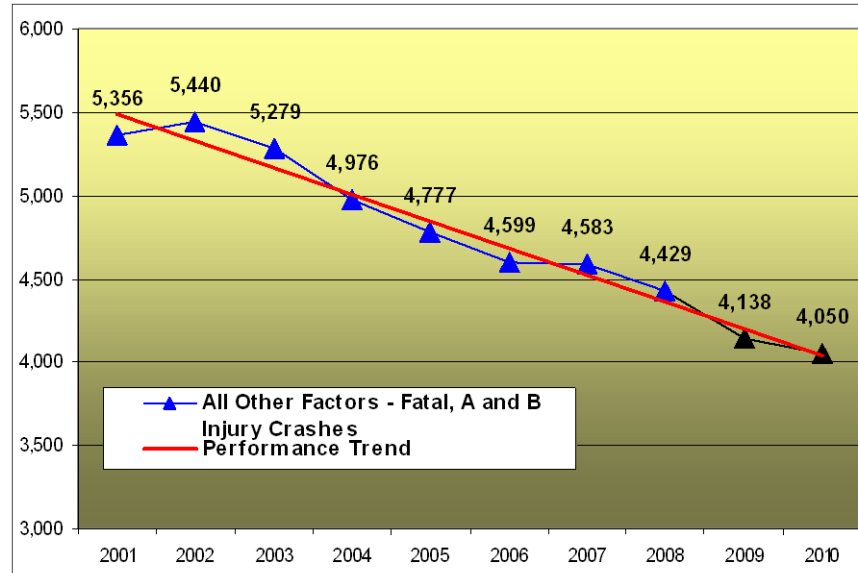
4. Youth-Involved Fatal, A and B Injury Crashes

Reduce Youth-Involved Fatal, A and B Injury Crashes by 4% (1,431) in CY2010.



5. All Other Factors - Fatal, A and B Injury Crashes

Reduce All Other Factors - Fatal, A and B Injury Crashes by 4% (4,050) in CY2010. (Minus Alcohol and Speed Crashes)



Program, Project and Activity Selection Process

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the FY2010 funding period:

- Problem identification for specific geographical priority areas;
- Prioritizing or ranking of the emphasis areas;
- Goals are established;
- Proposals solicited and/or reviewed;
- Funding resources assessed and recommendations developed;
- Preliminary program, project, or activity selection based upon need, performance, and outcome expectations;
- Final contracts negotiation and approval.

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

Supplemental Problem Identification Data

Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths (Based on Calendar Year Fatality Data)

Age Group	2006	2007	2008
0 thru 5	593	380	220
6 thru 10	219	281	66
11 thru 15	847	512	511
16 thru 20	2,872	2,775	2035
21 thru 25	1,719	1,696	1305
26 thru 30	813	587	556
31 thru 35	821	677	613
36 thru 40	523	704	406
41 thru 45	252	383	509
46 thru 50	447	608	506
51 thru 55	351	290	352
56 thru 60	172	190	256
61 thru 65	99	77	36
66 thru 70	69	72	107
71 thru 75	48	39	32
76 thru 80	2	10	10
Total	9,847	9,281	7,520

Based on Nebraska Life Expectancy Estimate of 80 Years for Females and 73 Years for Males

1. Nebraska Annual "Years of Life Lost"* Due to Traffic Deaths

*Based on Calendar Year Fatality Data.

2. Nebraska Priority Counties

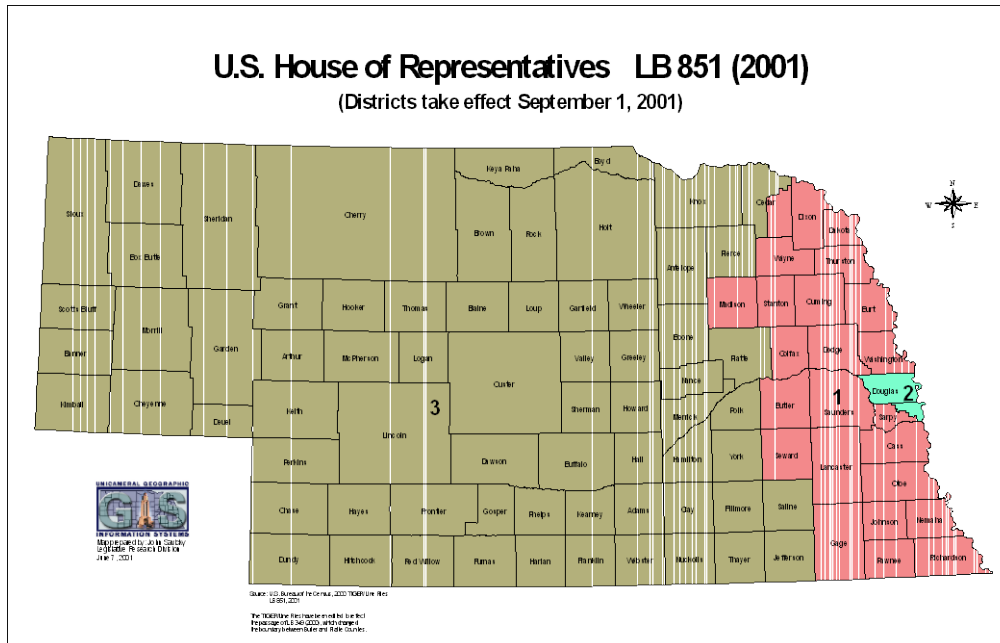
NEBRASKA PRIORITY COUNTIES FOR FY2010									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	FAB Crashes	FAB Crash Rate	Alcohol Rate	Speed Rate	Youth 16-20 Rate	All Other Factors Rate	Low Occ/Prot Percentage	2008 Population*
Three	Adams	76	34.05	3.58	3.58	17.48	26.89	63.3%	33,238
Three	Buffalo	135	23.63	4.03	0.70	7.00	22.93	61.0%	45,354
One	Cass	64	16.34	3.57	0.77	4.34	15.57	68.5%	25,598
One	Dakota	41	22.44	2.74	0.55	7.12	21.90	69.7%	20,174
Three	Dawson	58	13.43	1.39	2.55	4.17	10.88	53.1%	24,665
One	Dodge	131	39.68	3.94	3.94	15.45	35.74	64.9%	35,872
Two	Douglas	1,498	34.85	5.14	1.63	9.77	33.22	69.1%	502,032
One	Gage	84	37.77	6.29	0.90	10.79	36.87	64.6%	23,035
Three	Hall	212	34.66	2.62	4.41	9.97	30.25	70.9%	56,401
Three	Keith	46	15.89	2.07	1.04	2.42	14.85	65.1%	7,821
One	Lancaster	964	41.95	2.83	1.39	13.36	40.56	85.8%	278,728
Three	Lincoln	154	27.12	3.35	2.29	8.10	24.83	72.8%	35,582
One	Madison	92	32.61	2.13	3.19	11.34	29.42	67.5%	34,020
One	Otoe	59	25.97	2.20	2.20	5.72	23.77	60.6%	15,549
Three	Platte	130	45.96	7.78	2.47	16.97	43.49	63.5%	32,072
Three	Saline	32	28.04	3.50	0.88	10.51	27.16	70.3%	13,771
One/Two	Sarpy	354	29.12	2.71	1.56	13.65	27.55	79.5%	150,467
One	Saunders	70	33.41	4.30	3.82	10.98	29.59	75.9%	20,034
Three	Scotts Bluff	134	44.18	6.59	3.63	17.80	40.55	68.3%	36,554
One	Seward	56	15.32	0.82	1.09	6.29	14.23	72.4%	16,758
One	Washington	64	33.65	5.78	2.63	6.84	31.02	60.2%	19,812
Three	York	43	12.74	0.30	0.89	2.96	11.85	65.2%	14,199
22 County Population									1,441,736
Statewide		5,514	29.23	3.63	2.12	9.16	27.07	69.3%	1,783,432

Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage

Data taken off 2008 Standard Summaries, Fatal, A / B Injuries, Statewide and County

*U.S.Census Bureau 6/19/09

3. Congressional Districts of Nebraska



4. Nebraska State Traffic Records Data

NEBRASKA STATE TRAFFIC RECORDS DATA			
	2006	2007	2008
POPULATION[^]	1,768,331	1,774,571	1,783,432
LICENSED DRIVERS	1,359,905	1,363,094	1,380,472
REGISTERED VEHICLES	2,119,094	2,148,061	2,184,102
VEHICLE MILES (MILLIONS)	19,062	19,304	18,864
FATALITY RATE (MILLIONS)	1.41	1.33	1.10
FATAL CRASHES	226	230	188
FATALITIES	269	256	208
A* INJURY CRASHES	1,520	1,535	1,482
B* INJURY CRASHES	3,960	4,065	3,844
C* INJURY CRASHES	6,991	7,329	6,984
A* INJURIES	1,965	1,976	1,854
B* INJURIES	5,347	5,391	5,059
C* INJURIES	11,112	11,616	10,886
ALCOHOL RELATED FATAL CRASHES	77	79	61
ALCOHOL RELATED FATALITIES	86	91	67
ALCOHOL RELATED A & B** INJURY CRASHES	605	633	624
ALCOHOL RELATED C** INJURY CRASHES	315	334	285
ALCOHOL RELATED A & B** INJURIES	954	1,010	948
ALCOHOL RELATED C** INJURIES	400	449	356
DRIVING UNDER INFLUENCE (DUI) ARRESTS#	13,421	13,437	13,660
DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##	11,370	10,711	11,504
SAFETY BELT CONVICTIONS##	9,332	8,550	9,325
CHILD RESTRAINT CONVICTIONS##	1,610	1,659	1,742
OBSERVED CHILD RESTRAINT USE	88.6%	93.2%	96.8%
REPORTED RESTRAINT USE### (FATAL, A* & B*)	67.4%	67.7%	69.3%
OBSERVED RESTRAINT USE	76.0%	78.7%	82.7%
SPEEDING CONVICTIONS##			
COUNTY/STATE	40,001	39,942	39,862
MUNICIPAL	29,793	24,366	29,289
INTERSTATE	12,208	10,746	11,678
SPEEDING	1,235	1,417	1,464
SPEED TOO FAST FOR CONDITIONS	338	433	504
TOTAL SPEED CONVICTIONS	83,575	76,904	82,797
* A - Disabling Injuries B - Visible, but not Disabling Injury C - Possible Injury ^ U.S. Census Bureau, Population Estimates Program License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles # Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports ## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics ### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/22/05, 6/6/06, 5/11/07, 5/29/09 Nebraska Office of Highway Safety -DMV, P.O. Box 94612, Lincoln, NE 68509 Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 6/19/09			

5. Nebraska – Drivers (Age 16 thru 20) Traffic Records Crash Data

NEBRASKA - DRIVERS (Age 16 thru 20) TRAFFIC RECORDS DATA			
	2006	2007	2008
LICENSED DRIVERS (Age 16 - 20)	121,338	120,370	118,369
FATAL CRASHES	61	69	44
FATALITIES	71	72	49
A* & B* INJURY CRASHES	2,017	1,715	1,683
C* INJURY CRASHES	2,621	2,339	2,398
A* & B* INJURIES	3,136	3,000	3,011
C* INJURIES	3,113	3,168	3,326
ALCOHOL-RELATED FATAL CRASHES	18	18	14
ALCOHOL-RELATED FATALITIES	21	25	14
ALCOHOL-RELATED A* & B* INJURY CRASHES	158	126	145
ALCOHOL-RELATED C* INJURY CRASHES	83	78	70
ALCOHOL-RELATED A* & B* INJURIES	267	220	223
ALCOHOL-RELATED C* INJURIES	104	111	102
TOTAL ARRESTS UNDER AGE 18: #			
DRIVING UNDER INFLUENCE (DUI)	245	289	283
LIQUOR LAW VIOLATIONS (MINOR IN POSSESSION)	2,684	2,525	2,476
DUI CONVICTIONS ##	1,129	1,096	1,038
.02 CONVICTIONS ##	53	43	51
VIOLATE LEARNER'S PERMIT/SCHOOL PERMIT/ PROVISIONAL OPERATOR PERMIT ##	692	725	859
SAFETY BELT CONVICTIONS ##	2,207	2,162	2,005
CHILD RESTRAINT CONVICTIONS ##	149	175	152
REPORTED RESTRAINT USE ###	62.6%	72.8%	N/A
SPEEDING CONVICTIONS ##			
COUNTY/STATE	6,657	6,601	6,300
MUNICIPAL	4,393	4,844	5,086
INTERSTATE	2,148	1,886	1,784
SPEED TOO FAST FOR CONDITIONS	85	135	112
TOTAL SPEED CONVICTIONS	13,283	13,466	13,282
* A - Disabling Injuries * B - Visible, but not Disabling Injury * C - Possible Injury Licensed Drivers Includes all Permits (Learner's Permit LPE & LPD), (School Permit SCH), (Provisional Operator's Perm # 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, 6/6/06, 5/11/07, 5/23/08 Nebraska Office of Highway Safety - DMV, P.O. Box 94612, Lincoln, NE 68509 Phone: (402)471-2515 FAX: (402)471-3865 Last Date Modified: 6/19/09			

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2008)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	12	219	733	964	3	HALL	5	47	160	212
1	DODGE	3	34	94	131	3	LINCOLN	3	30	121	154
1	MADISON	2	25	65	92	3	SCOTTS BLUFF	4	28	102	134
1	GAGE	6	27	51	84	3	BUFFALO	7	37	91	135
1	CASS	8	18	38	64	3	PLATTE	5	35	90	130
1	WASHINGTON	0	17	47	64	3	ADAMS	1	20	55	76
1	OTOE	3	17	39	59	3	DAWSON	3	14	41	58
1	SAUNDERS	2	22	46	70	3	YORK	1	13	29	43
1	SEWARD	5	23	28	56	3	SALINE	1	9	22	32
1	DAKOTA	2	12	27	41	3	KEITH	2	13	31	46
1	CUMING	3	13	20	36	3	HAMILTON	1	12	34	47
1	WAYNE	2	8	18	28	3	CHEYENNE	5	18	23	46
1	RICHARDSON	1	10	14	25	3	RED WILLOW	1	13	25	39
1	COLFAX	2	8	13	23	3	CUSTER	1	11	19	31
1	NEMAHA	3	6	13	22	3	BOX BUTTE	1	10	19	30
1	BUTLER	4	7	9	20	3	PHELPS	2	8	20	30
1	THURSTON	0	7	12	19	3	KEARNEY	4	12	13	29
1	DIXON	4	5	10	19	3	MERRICK	1	12	15	28
1	STANTON	1	6	7	14	3	HOLT	3	4	17	24
1	BURT	0	8	5	13	3	CLAY	3	11	9	23
1 - 3	CEDAR	1	6	5	12	3	DAWES	2	4	16	22
1	PAWNEE	1	3	6	10	3	PIERCE	1	10	10	21
1	JOHNSON	1	2	4	7	3	POLK	2	4	15	21
	TOTAL	66	503	1,304	1,873	3	ANTELOPE	2	4	13	19
						3	JEFFERSON	1	3	14	18
						3	KNOX	2	4	11	17
						3	KIMBALL	3	10	4	17
						3	VALLEY	0	7	9	16
						3	FILLMORE	1	6	8	15
						3	MORRILL	4	4	6	14
						3	DEUEL	4	5	5	14
DIST.	COUNTY	FATAL	A *	B *	TOTAL	3	HOWARD	0	2	11	13
2	DOUGLAS	17	393	1,088	1,498	3	SHERIDAN	2	4	7	13
1 - 2	SARPY	8	91	255	354	3	FURNAS	3	3	7	13
	TOTAL	25	484	1,343	1,852	3	HARLAN	2	5	6	13
						3	HITCHCOCK	1	6	6	13
						3	THAYER	0	1	11	12
						3	PERKINS	1	3	8	12
						3	NANCE	2	3	6	11
						3	WEBSTER	1	3	6	10
						3	SHERMAN	0	4	6	10
						3	FRONTIER	3	1	6	10
						3	CHERRY	0	6	3	9
						3	GREELEY	0	1	8	9
						3	BROWN	0	3	5	8
						3	FRANKLIN	1	3	3	7
						3	CHASE	0	2	5	7
						3	BOYD	2	1	4	7
						3	BOONE	0	3	3	6
						3	BANNER	1	3	2	6
						3	ROCK	0	1	5	6
						3	NUCKOLLS	2	2	1	5
						3	GARDEN	0	3	2	5
						3	SIOUX	0	2	3	5
						3	ARTHUR	0	2	3	5
						3	HOCKER	0	0	5	5
						3	GOSPER	0	2	2	4
						3	WHEELER	0	1	3	4
						3	THOMAS	0	1	3	4
						3	DUNDY	0	3	1	4
						3	GRANT	0	1	2	3
						3	HAYES	0	0	2	2
						3	LOGAN	0	1	1	2
						3	GARFIELD	0	1	1	2
						3	LOUP	0	0	2	2
						3	BLAINE	0	0	1	1
						3	KEYA PAHA	0	0	0	0
						3	MCPHERSON	0	0	0	0
							TOTAL	97	495	1,197	1,789

CY - Calendar Year

* INJURY SEVERITY CODES

A = Disabling Injury

B = Visible, but not disabling injury

6. Nebraska Fatal, A & B Injury Crash Data by County and Calendar Year

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2007)

(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	22	248	752	1,022	3	HALL	4	61	140	205
1	DODGE	4	38	101	143	3	LINCOLN	7	32	113	152
1	MADISON	3	22	73	98	3	SCOTTS BLUFF	5	41	100	146
1	GAGE	4	19	67	90	3	BUFFALO	9	24	106	139
1	CASS	4	27	49	80	3	PLATTE	9	18	77	104
1	WASHINGTON	2	21	38	61	3	ADAMS	5	17	69	91
1	OTOE	6	18	33	57	3	DAWSON	5	14	52	71
1	SAUNDERS	2	11	39	52	3	YORK	2	15	32	49
1	SEWARD	4	14	33	51	3	SALINE	3	8	32	43
1	DAKOTA	4	13	25	42	3	KEITH	3	15	22	40
1	PAWNEE	1	3	6	10	3	HAMILTON	5	14	19	38
1	NEMAHA	0	6	9	15	3	MERRICK	2	12	21	35
1	RICHARDSON	1	5	11	17	3	CUSTER	2	11	21	34
1	JOHNSON	2	6	10	18	3	RED WILLOW	2	9	23	34
1	STANTON	1	9	8	18	3	BOX BUTTE	1	9	22	32
1	COLFAX	1	9	10	20	3	CHEYENNE	3	11	16	30
1	THURSTON	0	7	13	20	3	DAWES	0	8	18	26
1	BURT	1	9	11	21	3	HOWARD	2	7	17	26
1	DIXON	1	6	14	21	3	PHELPS	1	6	19	26
1	WAYNE	1	6	14	21	3	PIERCE	1	10	15	26
1	BUTLER	3	9	15	27	3	ANTELOPE	3	6	15	24
1 - 3	CEDAR	1	15	15	31	3	BOONE	0	8	15	23
1	CUMING	0	13	24	37	3	CLAY	2	5	15	22
	TOTAL	68	534	1,370	1,972	3	HOLT	1	9	12	22
						3	KEARNEY	2	4	16	22
						3	POLK	5	5	12	22
						3	SHERIDAN	3	10	8	21
						3	FILLMORE	0	5	14	19
						3	FURNAS	1	9	9	19
						3	KNOX	3	6	10	19
						3	NANCE	0	3	16	19
						3	MORRILL	0	4	14	18
						3	THAYER	1	6	11	18
						3	CHERRY	1	5	11	17
						3	KIMBALL	2	5	10	17
						3	DEUEL	1	4	10	15
						3	JEFFERSON	1	7	7	15
						3	NUCKOLLS	2	4	9	15
						3	HARLAN	1	7	5	13
						3	HITCHCOCK	3	4	6	13
						3	WEBSTER	0	4	8	12
						3	PERKINS	0	1	10	11
						3	SHERMAN	2	1	8	11
						3	BROWN	0	2	8	10
						3	FRONTIER	0	3	7	10
						3	GREELEY	0	5	5	10
						3	FRANKLIN	0	2	6	8
						3	GARDEN	1	3	4	8
						3	VALLEY	3	1	4	8
						3	CHASE	0	4	3	7
						3	GOSPER	0	3	4	7
						3	HAYES	1	1	5	7
						3	SIoux	0	2	4	6
						3	WHEELER	0	4	2	6
						3	BOYD	1	3	1	5
						3	LOGAN	0	2	3	5
						3	THOMAS	1	2	2	5
						3	ARTHUR	1	1	2	4
						3	BANNER	1	1	2	4
						3	GRANT	0	1	3	4
						3	DUNDY	0	1	2	3
						3	BLAINE	0	1	1	2
						3	KEYA PAHA	0	0	2	2
						3	ROCK	1	0	1	2
						3	GARFIELD	0	1	0	1
						3	HOOVER	0	1	0	1
						3	LOUP	1	0	0	1
						3	MCPHERSON	0	0	0	0
							TOTAL	116	508	1,256	1,880

DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	35	399	1,161	1,595
1 - 2	SARPY	11	94	278	383
	TOTAL	46	493	1,439	1,978

STATE TOTAL	230	1,535	4,065	5,830
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CY - Calendar Year

* INJURY SEVERITY CODES
A = Disabling Injury
B = Visible, but not disabling injury

NEBRASKA FATAL, A & B INJURY CRASHES (CY 2006)
(COUNTIES BY CRASH TOTAL)

DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
1	LANCASTER	16	219	780	1,015	3	HALL	8	56	162	226
1	DODGE	2	35	88	125	3	BUFFALO	9	53	112	174
1	MADISON	1	23	78	102	3	LINCOLN	4	42	115	161
1	GAGE	5	16	53	74	3	SCOTTS BLUFF	3	42	89	134
1	CASS	5	22	44	71	3	PLATTE	3	29	76	108
1	SAUNDERS	8	12	44	64	3	DAWSON	8	22	57	87
1	SEWARD	1	24	37	62	3	ADAMS	8	13	59	80
1	OTOE	7	17	33	57	3	MERRICK	4	23	27	54
1	WASHINGTON	1	14	32	47	3	YORK	3	14	34	51
1	DAKOTA	0	15	19	34	3	CUSTER	3	19	24	46
1-3	CEDAR	2	8	18	28	3	CHEYENNE	4	17	22	43
1	RICHARDSON	1	1	25	27	3	SALINE	0	15	25	40
1	CUMING	6	4	16	26	3	KEITH	2	10	25	37
1	NEMAHA	1	9	15	25	3	BOX BUTTE	2	10	24	36
1	BURT	3	5	16	24	3	PHELPS	1	7	24	32
1	BUTLER	3	10	11	24	3	HAMILTON	0	9	22	31
1	THURSTON	7	7	9	23	3	HOWARD	0	10	20	30
1	WAYNE	0	7	15	22	3	RED WILLOW	4	10	16	30
1	COLFAX	1	5	14	20	3	HOLT	0	10	19	29
1	STANTON	0	8	10	18	3	KIMBALL	1	17	11	29
1	DIXON	1	4	9	14	3	KEARNEY	0	9	16	25
1	JOHNSON	1	1	9	11	3	CLAY	1	6	17	24
1	PAWNEE	1	1	6	8	3	ANTELOPE	0	8	15	23
	TOTAL	73	467	1,381	1,921	3	KNOX	3	6	14	23
						3	POLK	2	9	10	21
						3	FILLMORE	0	3	16	19
						3	FURNAS	2	7	10	19
						3	JEFFERSON	1	6	12	19
						3	MORRILL	2	7	10	19
						3	BOONE	2	6	9	17
						3	DAWES	0	5	12	17
						3	PIERCE	3	7	7	17
						3	DEUEL	1	6	9	16
						3	SHERIDAN	2	8	6	16
						3	CHERRY	1	6	7	14
						3	HITCHCOCK	1	6	7	14
						3	WEBSTER	0	5	9	14
						3	THAYER	0	7	5	12
						3	DUNDY	1	2	7	10
						3	GOSPER	1	3	6	10
						3	PERKINS	0	6	4	10
						3	FRONTIER	0	6	3	9
						3	GREELEY	2	0	7	9
						3	HARLAN	1	2	6	9
						3	NUCKOLLS	0	1	8	9
						3	SHERMAN	1	4	4	9
						3	VALLEY	1	5	3	9
						3	HAYES	2	1	4	7
						3	BLAINE	0	3	3	6
						3	CHASE	1	1	4	6
						3	NANCE	0	2	4	6
						3	BANNER	1	2	2	5
						3	BOYD	0	0	5	5
						3	BROWN	0	2	3	5
						3	KEYA PAHA	1	0	4	5
						3	GARDEN	1	1	2	4
						3	HOOVER	0	1	3	4
						3	FRANKLIN	0	0	3	3
						3	LOGAN	0	2	1	3
						3	MCPHERSON	0	1	2	3
						3	STIOUX	0	2	1	3
						3	THOMAS	0	1	2	3
						3	WHEELER	0	0	3	3
						3	ROCK	0	0	2	2
						3	ARTHUR	0	1	0	1
						3	GARFIELD	0	1	0	1
						3	LOUP	0	1	0	1
						3	GRANT	0	0	0	0
							TOTAL	101	596	1,250	1,947

DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	38	378	1,109	1,525
1-2	SARPY	14	79	220	313
	TOTAL	52	457	1,329	1,838

STATE TOTAL		FATAL	A *	B *	TOTAL
		226	1,520	3,960	5,706

CY - Calendar Year

* INJURY SEVERITY CODES
A = Disabling Injury
B = Visible, but not disabling injury

Highway Safety Projects by Program Area

The Nebraska Office of Highway Safety (NOHS) has designated its Section 402 Highway Safety funds for Federal Fiscal Year 2010 (October 1, 2009 - September 30, 2010) to 30 projects. This listing provides a brief description of the projects. While there are 30 projects, an expected total of more than 350 individual projects will result from the mini-grant contract awards. A total of \$2,802,692.00 has been allocated for Fiscal Year 2010.

Planning and Administration

Project Number: 10-1

Project Title: Planning and Administration / NOHS

Description:

Provide the staff and facility resources to deliver programs that meet the program goals and objectives to reduce crashes, injuries and deaths. Provide funding to the NOHS for basic administrative costs including office expenses, memberships, and travel expenses for an administrator, including personal services for federal aid administrator, accountant, and staff assistant. OJJDP administrative costs are taken from the Nebraska Department of Motor Vehicle cash funds. As required, state cash funding will hard 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/Governor's Highway Safety Representative of the Department of Motor Vehicles authorizes and approves the use of state funds of the DMV Vehicle Services Division and the Driver Licensing Division for soft matching the federal highway safety funding. NOHS maintains documentation from the Department of Motor Vehicles to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Budget: \$160,000

Project Number: 10-2

Project Title: Auditing / NOHS

Description:

Provide funding to the NOHS for the cost of auditing all highway safety projects. This provides a means of budgeting and a method of cost effectiveness on providing funds for all audits of the activities outlined in the plan. The Auditor of Public Accounts performs the audits.

Budget: \$4,000

Planning and Administration: Budget Summary

Project Number	Project Title	Budget
10-1	Planning and Administration	\$160,000.00
10-2	Auditing	\$4,000.00
Total 402 Funds		\$164,000.00

Alcohol Program Area

Goal: To reduce Alcohol-Related Fatal, A and B Injury Crashes by 4% (653).

Project Number: 10-6

Project Title: **Nebraska Collegiate Consortium to Reduce High Risk Drinking/
University of Nebraska at Lincoln – Nebraska Prevention Center for
Alcohol and Drug Abuse**

Description:

Provide funding to further the development of the Nebraska Collegiate Consortium to Reduce High Risk Drinking project. This funding will provide technical assistance to maintain the eight current campus-customized brief alcohol intervention (College Alcohol Profile) sites established in the previous year and expand student use of the sites. The strategies pursued during this grant will provide the participants with the interventions necessary to impact student high risk drinking and reduce drinking and driving and the means to effectively measure and document change in these outcomes. This project is the only one in the nation attempting to spread a proven program to all the public institutions of higher education in a state. It is also the only program with a customized brief intervention available to all participating colleges.

Budget: \$161,470

Project Number: 10-9

Project Title: **Alcohol / Program Coordination / NOHS**

Description:

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit alcohol program area grants and activities.

Budget: \$85,000

Project Number: 10-10

Project Title: **Alcohol / Public Information and Education / NOHS**

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased awareness of impaired driving issues.

Budget: \$300,000

Project Number: 10-11

Project Title: **Alcohol Equipment Support / NOHS**

Description:

Provide funding for the NOHS to assist local law enforcement agencies in obtaining mouthpieces, evidence cards, Alco cans and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided to maintain the state's Breath Alcohol Testing Mobile Vehicle (BATmobile). The BATmobile vehicle is loaned to law enforcement agencies at no cost to assist in impaired driving enforcement and education efforts.

Budget: \$27,000

Project Number: 10-12

Project Title: **Alcohol / Selective Overtime Enforcement / NOHS**

Description:

Provide funding to the NOHS to award mini - grants for selective overtime alcohol enforcement (compliance checks, saturation patrols, sobriety checkpoints, shoulder taps, You Drink & Drive. You Lose Mobilization, etc.) to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

Budget: \$100,000

Project Number: 10-17

Project Title: **MADD Court Monitoring Public Education and Awareness Mothers Against Drunk Driving Nebraska State Office**

Description:

Funding will be provided to MADD Nebraska to continue to focus on the eight target counties: Adams, Gage, Hall, Lancaster, Otoe, Saline, Sarpy, and Saunders. This program will continue to strive to ensure successful education of community stakeholders regarding the judicial system specific to alcohol-related crashes. 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 focus on four groups: criminal justice stakeholders, highway safety advocates, community businesses and service organizations. This project will work with law enforcement, prosecutors and vested partners in each county to raise public awareness and public trust in the justice system.

Budget: \$37,241

Project Number: 10-18

Project Title: **Underage Alcohol Coalition / Project Extra Mile**

Description:

Provide funding to Project Extra Mile (PEM) coalition to continue to work toward preventing youth from drinking alcohol through extensive collaboration within communities and between communities across the state. This project will continue coalition building, media advocacy efforts, collaboration of enforcement agencies and initiatives, youth involvement and leadership.

Budget: \$236,500

Project Number: 10-25

Project Title: **Traffic Training / NOHS**

Description:

Provide funding for the NOHS to offer opportunities for traffic safety related training. Assistance is available for law enforcement, and traffic safety professionals.

Budget: \$40,000

Project Number: 10-39

Project Title: **Prosecutorial Response to DUI Crimes Nebraska Department of Justice, Nebraska Attorney General's Office**

Description:

Funding will be used to continue 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 offense cases and subsequent related prosecution. This position will continue to 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 those involving impaired drivers.

Budget: \$108,214

Project Number: 10-40

Project Title: **Project Night Life Expansion
Omaha Police Department**

Description:

Provide funding to the Omaha Police Department to continue to expand the Project Night Life efforts to educate students and parents through seminars reinforcing the Provisional Operator Permit restrictions and recent legislation. Selective enforcement efforts through mini-grants and continue monthly concentrating on high crash locations involving young drivers.

Budget: \$100,027

Project Number: 10-41

Project Title: **Judicial/Prosecution Training / NOHS**

Description:

Provide funding for the NOHS to offer opportunities and assistance for judges and prosecutors to attend traffic related training.

Budget: \$10,000

Alcohol: Budget Summary

Project Number	Project Title	Budget
10-6	Nebraska Collegiate Consortium To Reduce High Risk Drinking	\$161,470.00
10-9	Alcohol / Program Coordination	\$85,000.00
10-10	Alcohol / Public Information and Education	\$300,000.00
10-11	Alcohol Equipment Support	\$27,000.00
10-12	Alcohol / Selective Overtime Enforcement	\$100,000.00
10-17	MADD Court Monitoring Public Education and Awareness	\$37,241.00
10-18	Underage Alcohol Coalition	\$236,500.00
10-25	Traffic Training	\$40,000.00
10-39	Prosecutorial Response to DUI Crimes	\$108,214.00
10-40	Project Night Life Expansion	\$100,027.00
10-41	Judicial/Prosecution Training	\$10,000.00
Total 402 Funds		\$1,205,452.00

Occupant Protection Program Area

Goal: To increase the observed occupant restraint usage rate to 90.6%.

Project Number: 10-3

Project Title: **Occupant Protection / Program Coordination / NOHS**

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 assistance with ongoing public information and education activities, supporting national campaigns, and providing additional support to the activities of NOHS. Through this project funding is provided for NOHS basic costs, including personal services, travel expenses, and office expenses, etc. to coordinate, monitor, and audit occupant protection program area grants and activities.

Budget: \$80,000

Project Number: 10-4

Project Title: **Occupant Protection / Public Information and Education / NOHS**

Description:

Provide the NOHS with funding for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns to encourage increased safety restraint use.

Budget: \$250,000

Project Number: 10-5

Project Title: **Hall County STARS (Safe Travel At Rural Schools)/ Central Nebraska Community Services, Inc.**

Description:

Provide funding to Central Nebraska Community Services, Inc. to collaborate with law enforcement, high schools, the community, and parents in addressing traffic safety in Hall County. This project will target the age group of 15 through 20 in the emphasis areas of alcohol, speed, and occupant restraint use. This will be accomplished through educational materials, surveys, the media, public information and law enforcement efforts.

Budget: \$25,893

Project Number: 10-38

Project Title: **Click It Don't Risk It Coalition / NOHS**

Description:

Provide funding assistance to support mini-grants to state and community coalition organizations that identify and utilize strategies to increase occupant restraint use. The funding will be used to educate and motivate the at risk population including teen drivers, rural and urban pickup drivers, Hispanic population, and children.

Budget: \$70,000

Occupant Protection: Budget Summary

Project Number	Project Title	Budget
10-3	Occupant Protection / Program Coordination	\$80,000.00
10-4	Occupant Protection / Public Information and Education	\$250,000.00
10-5	Hall County STARS Safe Travel At Rural Schools	\$25,893.00
10-38	Click It Don't Risk It Coalition	\$70,000.00
Total 402 Funds		\$425,893.00

Speed Management Program Area

Goal: To reduce Speed-Related Fatal, A and B Injury Crashes by 4% (327).

Project Number: 10-26

Project Title: Traffic Law Enforcement / Nebraska Crime Commission

Description:

Provide 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 Certification, Laser Certification, Standard Field Sobriety Testing, Drugs That Impair Driving, In-Car Video, Accident Investigation (Intermediate and Advanced), and contract for two (2) CAD Zone classes and one (1) Traffic Crash Reconstruction class. The interactive CD Training course in Radar Recertification will continue to be distributed to law enforcement agencies.

Budget: \$72,700

Project Number: 10-32

Project Title: Speed / Program Coordination / NOHS

Description:

Provides funding for the NOHS for basic costs, including personal services, travel expenses, and office expenses, to coordinate, monitor, and audit speed program area grants and activities.

Budget: \$25,000

Project Number: 10-33

Project Title: Speed / Selective Overtime Enforcement / NOHS

Description:

Provides funding to the NOHS to award mini-grants for selective overtime speed enforcement to state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes.

Budget: \$50,000

Project Number: 10-34

Project Title: Speed Equipment / NOHS

Description:

Provides funding to the NOHS to award mini-grants to city and county law enforcement agencies to obtain new speed detection equipment which may include the purchase of speed monitoring trailers.

Budget: \$40,000

Project Number: 10-35

Project Title: Speed / Public Information and Education / NOHS

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, mini-grants, and campaigns to address speed issues. Also provides funding for maintenance of program's speed monitoring trailers that are loaned to communities at no cost.

Budget: \$25,000

Speed Management Program Area: Budget Summary

Project Number	Project Title	Budget
10-26	Traffic Law Enforcement	\$72,700.00
10-32	Speed / Program Coordination	\$25,000.00
10-33	Speed / Selective Overtime Enforcement	\$50,000.00
10-34	Speed Equipment	\$40,000.00
10-35	Speed / Public Information and Education	\$25,000.00
Total 402 Funds		\$212,700.00

Identification and Surveillance Program Area

Goal: To reduce Youth-Involved Fatal, A and B Injury Crashes, age 16 through 20, by 4% (1,431).

Project Number: 10-19

Project Title: Youth / Public Information and Education /NOHS

Description:

Provide funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, local mini-grants, and campaigns targeting youth.

Budget: \$50,000

Project Number: 10-21

Project Title: Youth / Program Coordination / NOHS

Description:

Provides funding to the NOHS for basic costs, including personal services, travel and office expenses to coordinate, monitor, and audit youth program area grants and activities.

Budget: \$25,000

Project Number: 10-23

Project Title: Traffic Safety / Program Coordination / NOHS

Description:

Provides funding to the NOHS 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).

Budget: \$142,000

Project Number: 10-24

Project Title: Traffic Safety / Public Information and Education / NOHS

Description:

Provides funding to the NOHS for promotional/educational equipment and materials including brochures, public service announcements, news clipping services, local mini-grants, public opinion survey and campaigns to encourage increased awareness of traffic laws and issues (other than occupant restraints, alcohol, speed, and youth).

Budget: \$20,000

Identification and Surveillance Program Area: Budget Summary

Project Number	Project Title	Budget
10-19	Youth / Public Information and Education	\$50,000.00
10-21	Youth / Program Coordination	\$25,000.00
10-23	Traffic Safety / Program Coordination	\$142,000.00
10-24	Traffic Safety / Public Information and Education	\$20,000.00
Total 402 Funds		\$237,000.00

Police Traffic Services Program Area

Goal: To reduce All Other Factors - Fatal, A and B Injury Crashes by 4 % (4,050).
(Minus Alcohol and Speed Crashes)

Project Number: 10-7

Project Title: Sarpy County Traffic Unit / Sarpy County Sheriff's Office

Description:

Provides funding to the Sarpy County Sheriff's Office to implement a multi-jurisdiction Traffic Unit. The Traffic Unit will bring together three law enforcement agencies (including Bellevue and Papillion Police Departments) in an effort to increase selective enforcement in areas where traffic is highest or where problems have been identified by crash data, citizens, or law enforcement without decreasing uniformed patrol levels. The Traffic Unit will consist of a Sarpy County Sergeant and Deputy along with a Bellevue and Papillion Police Officer.

Budget: \$387,647

Project Number: 10-27

Project Title: Traffic / Selective Overtime Enforcement /NOHS

Description:

Provides funding for the NOHS to award mini-grants for selective overtime traffic enforcement to state and local law enforcement agencies, especially for Click It or Ticket mobilization. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to fatal, A and B injury crashes.

Budget: \$100,000

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget
10-7	Sarpy County Traffic Unit	\$387,647.00
10-27	Traffic / Selective Overtime Enforcement	\$100,000.00
Total 402 Funds		\$487,647.00

Traffic Records Program Area

Goal: To reduce All Other Factors - Fatal, A and B Injury Crashes by 4 % (4,050).
(Minus Alcohol and Speed Crashes).

Project Number: 10-30

Project Title: Traffic Records / NOHS

Description:

This NOHS internal, support project will assist the NOHS, the Department of Motor Vehicles, and other state and local agencies to be able to upgrade and improve accessibility to Driver record files. This support project will also assist in the linkage and automation of other critical databases, such as the Accident 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
- archaic technology

This grant also provides a mechanism for local entities to apply for mini-grants to upgrade and improve their traffic records' capabilities.

Budget: \$60,000

Project Number: 10-31

Project Title: Computer System / NOHS

Description:

Provide funding to the NOHS for supplies, upgrading, and purchasing computer/fax equipment or any other necessary equipment to enhance research and analysis capabilities of traffic safety issues.

Budget: \$10,000

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget
10-30	Traffic Records	\$60,000.00
10-31	Computer System	\$10,000.00
Total 402 Funds		\$70,000.00

Additional Highway Safety Funding

Section 405 - Occupant Protection Incentive Grant

The goal of the 405 Occupant Protection Incentive project is to increase statewide safety belt and child restraint usage. This will provide funding for media campaigns for the Click It or Ticket. These funds are used for safety belt and child restraint usage surveys, and incentive items to law enforcement agencies for completing enforcement activities and reporting by the deadline.

This will be achieved by increasing the availability of child passenger safety (CPS) seats for low-income parents and CPS training for technicians that also serve as resources for parents/caregivers.

Section 408 – State Traffic Safety Information System Improvements Grant

Federal 408 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 that capture's, 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 August 2006. The assessment is used as a guide for 408 project priorities both short and long term.

Section 410 – Alcohol Impaired Driving Countermeasures

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance in 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. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies and to train Drug Recognition Experts.

Section 1906 – Grant Program to Prohibit Racial Profiling

Section 1906 Grant Program to Prohibit Racial Profiling incentive grant will help to enforce Nebraska laws prohibiting the use of racial profiling in the enforcement of traffic laws. In addition, funds will improve the promptness, efficiency, and quality of traffic stop data relating to racial profiling.

Section 2010 - Motorcycle Safety Grant

Section 2010 provides funding 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.

Non-Highway Safety Program Funding

Federal OJJDP (Office of Juvenile Justice and Delinquency Prevention) Combating Underage Drinking Task Force Project

Funding for this activity involves Nebraska enforcing underage drinking laws program activity. Project Extra Mile is a non-profit community coalition support organization, which was established as a model program to reduce underage drinking and its related community impact in the Omaha metropolitan area. These funds provide support for the operation and expansion of these community coalitions. Project Extra Mile has demonstrated success with the issues involving enforcing underage drinking laws and the methods of implementing community action to meet the state's goals and objectives. (OJJDP Funding)

Nebraska Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

23 CFR Chapter II (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall 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.

This 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 USC 402(b) (1) (D));

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw-down privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

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

- employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
 - g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

Political Activity (Hatch Act)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

Certification Regarding Federal Lobbying:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

Restriction on State Lobbying:

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:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 of default.
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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "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.
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, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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 participants 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.
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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "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. (See below)
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, 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.

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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

June 23, 2009
Date

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

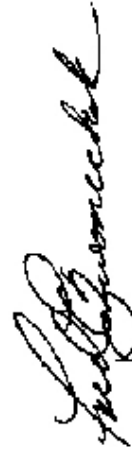
**SECTION 402 OBLIGATION COST SUMMARY
 2010 HSP SUBMITTED WITH PLAN**

State: Nebraska

Program Area	Program Costs	State/Local Funds	Federally Funded Programs		
			Previous Balance	Increase/(Decrease)	Current Balance
*PA-10-01-00-00	164,000.00	164,000.00 *	0.00	164,000.00	164,000.00
AL-10-02-00-00	1,205,452.00	104,958.00	0.00	1,205,452.00	1,205,452.00
OP-10-03-00-00	425,893.00	12,262.00	0.00	425,893.00	425,893.00
PT-10-04-00-00	487,647.00	125,770.00	0.00	487,647.00	487,647.00
**TR-10-05-00-00	70,000.00	276,758.00 **	0.00	70,000.00	70,000.00
DE-10-06-00-00	0.00	0.00	0.00	0.00	0.00
IS-10-07-00-00	237,000.00	0.00	0.00	237,000.00	237,000.00
SC-10-08-00-00	50,000.00	0.00	0.00	50,000.00	50,000.00
SE-10-09-00-00	162,700.00	7,990.00	0.00	162,700.00	162,700.00
14+ TOTAL NHTSA	2,802,692.00	691,738.00	0.00	2,802,692.00	2,802,692.00

*Soft Match of \$4,000 is included in State/Local Funds amount.

**Soft Match of \$276,758.00 is included in State/Local Funds amount.
 Division has over 10 million available to use as matching funds. (DMV's Driver Services, Cash & General Funds)



Fred E. Zwonechek
 Administrator
 Nebraska Office of Highway Safety

June 23, 2009
 Date