

# NEBRASKA 2022 HIGHWAY SAFETY PLAN ANNUAL REPORT

**BUCKLE  
UP  
DRIVE  
SOBER**



NEBRASKA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY SAFETY OFFICE

ANNUAL REPORT  
FY2022 HIGHWAY SAFETY PLAN

October 1, 2021 – September 30, 2022

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\* **A type injuries** = Any injury, other than fatal, which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10% or more of the body), unconsciousness when taken from the crash scene, or paralysis.

^ **B type injuries** = Visible but not disabling

## **Executive Summary**

### **INTRODUCTION**

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

During Fiscal Year FY2022, a total of \$6,090,830.62 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, and 1906 for a total of 374 grants. Forty-four percent of Fast Act and fifty-nine percent of BIL 402 funds were awarded to or for the local benefit of cities, counties, municipal government agencies, and non-profit organizations. The remainder was awarded to state agencies for traffic safety projects.

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

### **MISSION STATEMENT**

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

### **TRAFFIC SAFETY CORE PERFORMANCE MEASURES**

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

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

### **ADDITIONAL OUTCOME PERFORMANCE MEASURES**

Utilizing state crash data for fatal and injury (\*A and ^B type) crashes, five-priority emphasis areas have been identified: 1) fatal, A and B injury crashes; 2) alcohol-impaired crashes; 3) occupant restraint use; 4) speed-related crashes, and 5) youth-involved (ages 16 to 20) crashes. A sixth emphasis area ("all other

factors”) is utilized to address other issues when appropriate. Along with these, two other additional performance measures were added; distracted driving and nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes. (\* A = Disabling Injury; ^ B = Visible, but not disabling injury)

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

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

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

### STATE CRASH DATA SUMMARY

States are required to review and set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). In an effort to meet our performance goals, the Nebraska Department of Transportation will coordinate with our Interagency Safety Working Committee with partners from Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), State agencies including Department of Motor Vehicle and Health and Human Services and metropolitan planning organizations in the state to review and adjust new targets in our HSP.

While 2021 and 2022 state crash data was not yet available at the time the annual report was being compiled, progress is determined by comparing actual 2013-2017 moving average crash data with the 2020 final numbers and projected fatalities in 2021. The 2020 crash data was projected at the time of the FY2022 HSP submission and due to system issues will not be updated by end of year.

In comparing the 2013–2017 calendar base year average with 2020, the following areas of serious traffic injuries and speeding-related fatalities showed a decrease of 17 percent and 2.5 percent respectively. While total traffic fatalities and motorcycle fatalities showed an increase of 3.1 percent and 61.9 percent respectively. “All other factors” (minus alcohol and speed) crashes decreased by 10.4 percent. The occupant restraint use increased by less than one percentage point from 80.6 percent in 2020 to the 2021 use rate of 81.2%.

The FY2022 HSP included the following target results.

The fatal, A and B injury crash data for CY2021 and CY2022 are unavailable from the Nebraska Department of Transportation.

- In 2020 the total of traffic fatalities increased by 3.1 percent from 226 (2013-2017 rolling average) to 233. Preliminary data for 2021 shows the total traffic fatalities decreased by 11.2 percent from 249 (2016-2020 rolling average) to 221.
- In 2020 the total of serious traffic injuries decreased by 17.0 percent from 1,548 (2013-2017 rolling average) to 1,285.
- In 2020 the trend for fatalities/100 VMT increased by 7.1 percent from 1.12 (2013-2017 rolling average) to 1.20.

- In 2020 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 8.0 percent from 100 (2013-2017 rolling average) to 108.
- In 2020 alcohol-impaired driving fatalities increased by 15.4 percent from 62 (2013-2017 rolling average) 72.
- In 2020 speeding-related fatalities decreased by 2.5 percent from 40 (2013-2017 rolling average) to 39.
- In 2020 motorcyclist fatalities increased by 61.9 percent from 21 (2013-2017 rolling average) to 34. Preliminary data for 2021 shows a 19.2 percent decrease from 26 (2016-2020 rolling average) to 21.
- In 2020 unhelmeted motorcyclist fatalities increased by 250.0 percent from 2 (2013-2017 rolling average) to 7.
- In 2020 the number of drivers age 20 and younger involved in fatal crashes increased by 9.8 percent from 35 (2013-2017 rolling average) to 38.
- In 2020 pedestrian fatalities increased by 35.7 percent from 14 (2013-2017 rolling average) to 19. Preliminary data for 2021 shows the number remained steady from 1 (2016-2020 rolling average) to 15.
- In 2020 bicyclist fatalities decreased by 50.0 percent from 2 (2013-2017 rolling average) to 1. Preliminary data for 2021 shows a 21 percent decrease from 1 (2016-2020 rolling average) to 1.
- In 2022 statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 4.9 points from 81.2 percent (the 2021 calendar year usage) to 76.3 percent.
- In 2020 fatal, A and B injury crashes decreased by 11.0 percent from 4,923 (2013-2017 rolling average) to 4,383.
- In 2020 alcohol-impaired fatal, A and B crashes decreased by 17.0 percent from 565 (2013-2017 rolling average) to 469.
- In 2020 speed-related fatal, A and B crashes decreased by 6.3 percent from 287 (2013-2017 rolling average) to 269.
- In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.
- In 2020 fatal, A and B crashes caused by all other factors decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.
- In 2020 distracted driver fatal, A and B crashes decreased by 16.1 percent from 864 (2013-2017 rolling average) to 725.
- In 2020 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 20.4 percent from 55 (2013-2017 rolling average) to 66.
- In 2020 all other fatal, A and B crashes decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.

## NEBRASKA PRIORITY COUNTIES FOR FISCAL YEAR 2022

NEBRASKA PRIORITY COUNTIES FOR FY2022									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2019 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	*Low Occ/Prot Percentage	2019 Population**
Three	ADAMS	47	18.97	1.61	1.21	4.44	16.14	72.3%	31,363
Three	BOX BUTTE	24	24.48	3.06	2.04	11.22	20.40	70.3%	10,783
Three	BUFFALO	115	16.78	1.90	0.88	6.28	14.01	69.8%	49,659
One	CASS	66	13.64	0.83	1.45	4.96	12.20	69.4%	26,248
Three	CEDAR	25	17.91	1.43	0.00	7.16	16.48	52.9%	8,402
Three	DAKOTA	23	11.06	2.89	1.92	4.33	6.73	64.2%	20,026
Three	DAWSON	44	9.06	0.62	0.00	2.06	8.44	69.3%	23,595
One	DODGE	80	20.98	2.10	1.05	7.87	18.10	72.2%	36,565
Two	DOUGLAS	1163	24.88	3.59	1.50	7.55	19.87	67.5%	571,327
Three	GAGE	44	18.54	0.84	1.26	7.58	16.43	61.3%	21,513
Three	HALL	163	23.21	3.42	1.00	8.26	18.94	72.4%	61,353
Three	HAMILTON	25	7.86	0.31	1.57	2.20	6.29	61.2%	9,324
One	LANCASTER	691	26.68	3.01	1.16	9.61	22.58	86.9%	319,090
Three	LINCOLN	90	13.98	1.55	1.24	5.28	11.19	66.7%	34,914
One	MADISON	56	17.83	2.23	0.96	6.37	14.96	79.2%	494
One	OTOE	28	10.12	1.45	1.45	1.08	7.59	68.9%	16,012
One	PLATTE	59	17.24	1.75	0.88	6.72	14.61	83.6%	33,470
One/Two	SARPY	247	17.09	1.38	0.48	6.50	15.36	87.1%	187,196
One	SAUNDERS	39	14.59	1.12	2.99	4.49	10.85	66.1%	21,578
Three	SCOTTS BLUFF	85	27.54	3.56	0.65	10.37	23.33	66.9%	35,618
One	SEWARD	47	11.19	1.19	0.95	4.05	9.28	83.8%	17,284
One	WASHINGTON	39	17.64	2.71	1.36	6.33	13.57	65.5%	20,729
Three	YORK	39	10.47	1.07	0.54	2.68	8.86	69.4%	13,679
	<b>23 County Population</b>								<b>1,570,222</b>
	<b>Statewide</b>	<b>3,883</b>	<b>18.08</b>	<b>2.22</b>	<b>1.15</b>	<b>5.90</b>	<b>15.04</b>	<b>71.9%</b>	<b>1,934,408</b>
<b>Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage</b>									<b>81% of Population</b>
Data taken from 2019 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2019 Annual Vehicles Miles - NDOT. *Occ/Prot Percentage are taken from the 2019 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population as of July 1, 2019.						Revised 1-29-21			
**Population information is used to document the percentage of state's population represented.									
Nebraska 2019 data is the most current data for the FY2022 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

## FISCAL YEAR 2022 HIGHLIGHTS

- A total of 237 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 29,077 additional hours, 522 seat belt citations, 592 impaired driving arrests, 5,855 speeding citations and 35,011 total contacts.
- Mini-grant contracts were awarded to 85 law enforcement agencies to purchase traffic safety equipment, 36 radars, 34 in-car cameras, 122 preliminary breath testers and 6 evidentiary breath testing units in support of enforcement.
- The 36 radar units awarded resulted in a total of 1,693 speeding citations and 2,153 speeding warnings being issued.

- The 122 preliminary breath testing units resulted in 872 preliminary breath tests.
- The 42 in-car cameras awarded were used to record 2,328 traffic stops.
- The 6 evidentiary breath testing units awarded resulted in 38 evidentiary breath tests being conducted. Three refurbished DataMaster cdm's were provided to various law enforcement agencies.
- There were 15 mini-grant contracts awarded to law enforcement for alcohol compliance checks and activities were carried out in 6 counties, 100% of the activity occurred in priority counties. There were 341.13 selective overtime hours, 700 businesses checked and total citations issued were 52.
- Four inspection stations were provided funding to purchase 158 child safety seats for qualifying low-income families, serving 25 counties.
- In 2022, 39 CPS technicians recertified out of 69 technicians eligible to recertify, which is 56.5% re-certification rate for Nebraska. Nebraska has 357 certified Child Passenger Safety (CPS) Technicians and 18 inspection stations, covering 53 of the 93 counties in the state and 95% of the Nebraska population live in a county with a CPST. There are currently 20 CPST Instructors. Additional trainings and updates were cancelled due to Covid-19. There is now a total of 357 CPS trained techs in Nebraska.
- Eight sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities.
- There were 79 mini grants awarded for training, surveys, and public information and education activities.
- A total of 58,100 alcohol testing instrument mouthpieces were provided to law enforcement, probation agencies, correctional facilities, schools, etc.
- Over 50,000 highway safety public information and educational material items were printed for distribution. Over 70 percent of the materials went to priority counties as defined by HSO.
- In April 2022, eleven new Drug Recognition Experts completed all phases of DRE training and became certified.
- The Nebraska Law Enforcement Training Center provided 9 law enforcement courses, radar, in-car camera, crash investigation, etc. to 1,175 law enforcement personnel, 500 law enforcement and non-law enforcement personnel received training in preliminary breath testing and 356 law enforcement and non-law enforcement personnel received training in evidentiary breath testing.
- Nebraska completed the NHTSA required Management Review in June 2021.



## RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

Fatality Data – National Center for Statistics and Analysis – (NCSA)  
 Fatality Analysis Reporting Systems (FARS)  
 Nebraska Department of Transportation (State Data)

Core Outcome Measures		2015	2016	2017	2018	2019	2020	2021 Prelim
<b>C-1) Traffic Fatalities</b>	<b>Total</b>	246	218	228	230	248	233	221
	Rural	173	166	159	171	174	155	165
	Urban	73	52	69	59	74	78	56
	Unknown	0	0	0	0	0	0	0
<b>C-2) Serious Injuries (State Data)</b>	<b>Total</b>	1,520	1,588	1,478	1,394	1,400	1,285	
<b>C-3) Fatalities Per 100 Million Vehicle Miles Driven</b>	<b>Total</b>	1.22	1.05	1.12	1.10	1.17	1.20	
	Rural	1.52	1.43		1.46	1.49	1.43	
	Urban	0.84	0.59		0.64	0.77	0.91	
<b>C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions)</b>	<b>Total</b>	186	168	168	165	191	170	199
	Restrained	47	61	49	57	68	38	65
	Unrestrained	118	86	101	88	90	108	134
	Unknown	21	21	18	20	33	24	^^
<b>C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)**</b>		64	61	67	68	58	72	
<b>C-6) Speed-Related Fatalities</b>		37	36	37	29	49	35	
<b>C-7) Motorcyclist Fatalities</b>	<b>Total</b>	25	20	27	23	25	34	21
	Helmeted	18	9	20	9	23	27	19
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	<b>Unhelmeted</b>	4	3	0	2	0	7	1
	Unknown	3	8	7	12	2	0	1
<b>Drivers Involved in Fatal Crashes</b>	<b>Total</b>	328	302	316	353	352	331	
	Aged Under 15	0	0	0	0	2	0	
	Aged 15-20	39	26	35	40	32	38	
<b>C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes</b>	<b>Aged Under 21</b>	39	26	35	40	32	38	
	Aged 21 and Over	287	275	277	308	320	293	
	Unknown Age	2	1	4	5	0	0	
<b>C-10) Pedestrian Fatalities</b>		19	12	20	24	20	19	15
<b>C-11) Bicyclist and Other Cyclist Fatalities</b>		4	1	3	0	1	1	1
<b>Core Outcome Measure</b>		<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Vehicles</b>								
<b>Front Seat Outboard Occupants (Health Education Inc.)****</b>		80%	83%	86%	85.5%	79.7%	80.6%	81.2%
<b>Activity Measure</b>		<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>A-1) Safety Belt Citations Grant Funded</b>		1,914	1,837	2,035	1,102	1,084	616	647
<b>A-2) Impaired Driving Arrests Grant Funded</b>		775	1,183	1,278	1,150	1,141	778	799
<b>A-3) Speeding Citations Grant Funded</b>		15,513	22,788	16,634	9,346	9,266	6,148	6,707
* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811025) 2021 Data is Preliminary State Data - Not submitted to FARS ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ^^ Included in Not Used ****Nebraska Data State Survey								

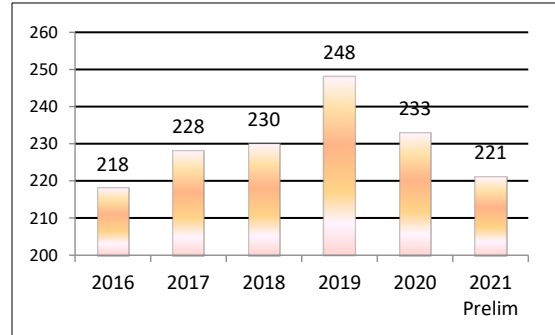
Assessment of Results in Achieving Performance Targets for FY21 and FY22									
Performance Measure	FY 2022					FY 2021			
	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/FY 22 Progress Results	On Track to Meet FY22 Target Y/N ** (in-progress)	Target Value FY20 HSP	Target Year(s)	Data Source*/FY 21 Progress Results	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	249	State Data/ In Progress	N	241	2014-2018	No Final Data Available due to new database. Preliminary = 249	N
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	1,358	State Data/ In Progress	Y	1,408	2014-2018	No Final Data Available due to new database.	N
C-3) Fatalities/VMT	5 year	2016-2020	1.27	State Data/ In Progress	Y	1.13	2014-2018	No Final Data Available due to new database.	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	90	State Data/ In Progress	N	101	2014-2018	No Final Data Available due to new database.	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	65	State Data/ In Progress	Y	69	2014-2018	No Final Data Available due to new database.	N
C-6) Speeding-Related Fatalities	5 year	2016-2020	36	State Data/ In Progress	Y	37	2014-2018	No Final Data Available due to new database.	N
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	28	State Data/ In Progress	N	25	2014-2018	No Final Data Available due to new database. Preliminary = 21	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	3	State Data/ In Progress	N	3	2014-2018	No Final Data Available due to new database.	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	35	State Data/ In Progress	Y	35	2014-2018	No Final Data Available due to new database.	N
C-10) Pedestrian Fatalities	5 year	2016-2020	23	State Data/ In Progress	Y	21	2014-2018	No Final Data Available due to new database. Preliminary = 15	N
C-11) Bicyclist Fatalities	5 year	2016-2020	1	State Data/ In Progress	Y	3	2014-2018	No Final Data Available due to new database. Preliminary = 1	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2016-2020	85.00%	State survey/ 76.3%	N	83.80%	2014-2018	State survey/ 81.2%	N

**Note:** The result of the targets reflect actual 2020 crash data. Nebraska traffic crash data for 2021 and 2022 is unavailable at this time.

**C-1) TRAFFIC FATALITIES (FARS/HSIP)**

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

**Result:** In 2020 the total of traffic fatalities decreased by 3.1 percent from 226 (2013-2017 rolling average) to 233. Preliminary data for 2021 shows the total traffic fatalities decreased by 11.2 percent from 249 (2016-2020 rolling average) to 221.

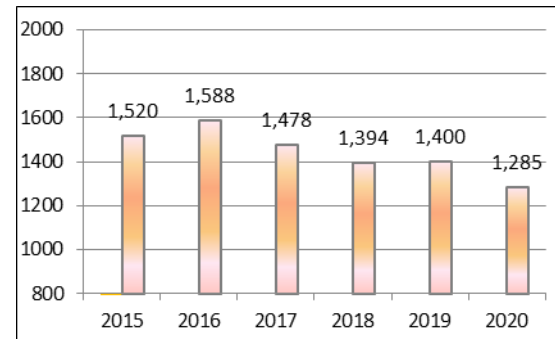


**++2021 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.**

**C-2) SERIOUS TRAFFIC INJURIES (HSIP/STATE CRASH DATA)**

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

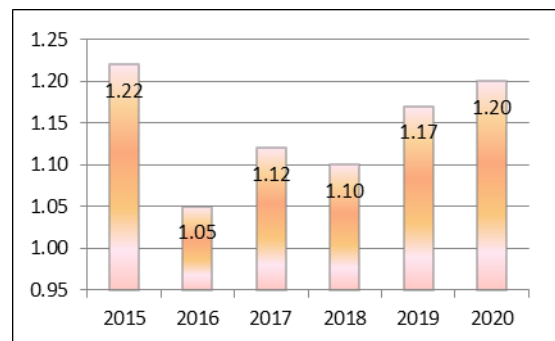
**Result:** In 2020 the total of serious traffic injuries decreased by 17.0 percent from 1,548 (2013-2017 rolling average) to 1,285.



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

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

**Result:** In 2020 the trend for fatalities/100 VMT increased by 7.1 percent from 1.12 (2013-2017 rolling average) to 1.20. Preliminary data for 2021 shows a 14.2 percent decrease from 1.20 percent (2016-2020 rolling average) to 1.03.

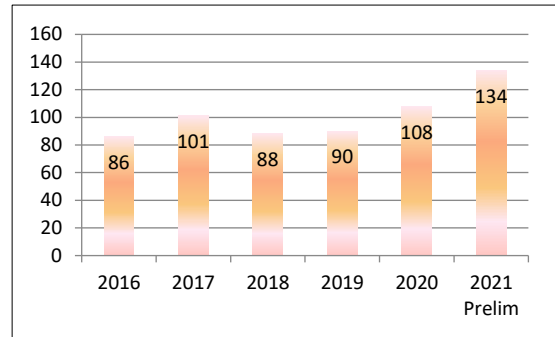


**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is launching new distracted driving and seat belt media campaigns in 2023 that will increase shifts in social behavior. Acusensus data collection has been completed to improve education.

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

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

**Result:** In 2020 the number of unrestrained passenger vehicle occupant fatalities, in all seating positions increased by 8.0 percent from 100 (2013-2017 rolling average) to 108.

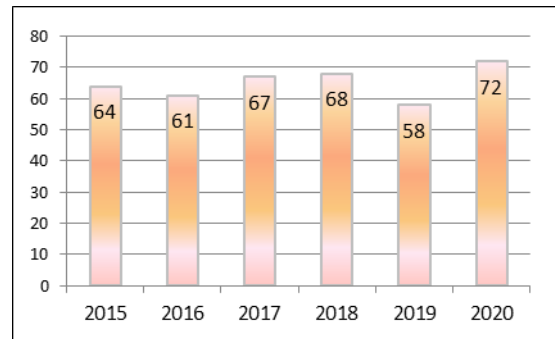


**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is launching new distracted driving and seat belt media campaigns in 2023 that will increase shifts in social behavior. Acusensus data collection has been completed to improve education.

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

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

**Result:** In 2020 alcohol-impaired driving fatalities increased by 15.4 percent from 62 (2013-2017 rolling average) 72.



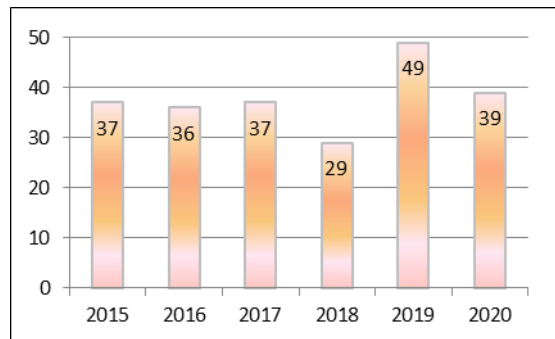
**Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.**

**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is launching new distracted driving and seat belt media campaigns in 2023 that will increase shifts in social behavior. Acusensus data collection has been completed to improve education.

#### C-6) SPEED-RELATED FATALITIES (FARS)

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

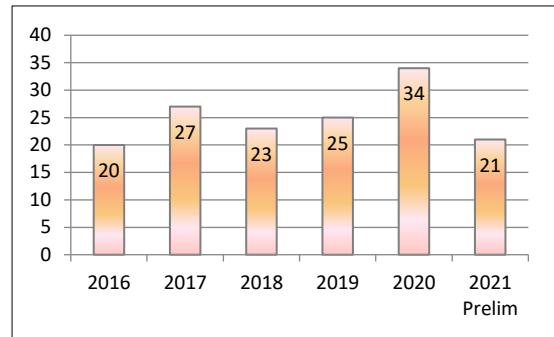
**Result:** In 2020 speeding-related fatalities decreased by 2.5 percent from 40 (2013-2017 rolling average) to 39.



### C-7) MOTORCYCLIST FATALITIES (FARS)

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

**Result:** In 2020 motorcyclist fatalities increased by 61.9 percent from 21 (2013-2017 rolling average) to 34. Preliminary data for 2021 shows a 19.2 percent decrease from 26 (2016-2020 rolling average) to 21.



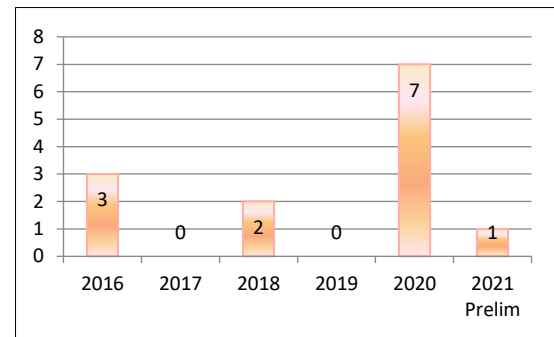
**Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2020-2022.**

**Adjustment:** In FY2023, the HSO will refresh and increase the media campaign to promote motorcycle driver training and to obtain the required license. This media campaign showed a 26% increase in rider training and a 38% decrease in fatalities when launched in 2021.

### C-8) UNHELMETED MOTORCYCLIST FATALITIES (FARS)

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

**Result:** In 2020 unhelmeted motorcyclist fatalities increased by 250.0 percent from 2 (2013-2017 rolling average) to 7. Preliminary data for 2021 show a 66.7 percent decrease from 3 (2016-2020 rolling average) to 1.

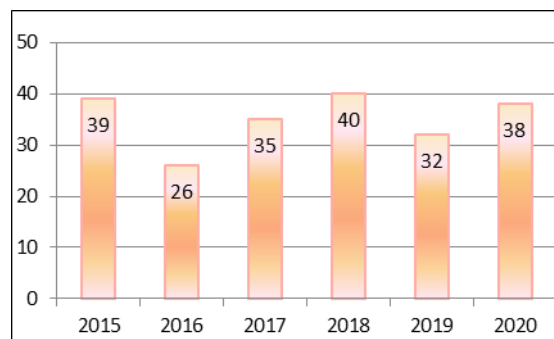


**Adjustment:** In FY2023, the HSO will refresh and increase the media campaign to promote motorcycle driver training and to obtain the required license. This media campaign showed a 26% increase in rider training and a 38% decrease in fatalities when launched in 2021.

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

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

**Result:** In 2020 the number of drivers age 20 and younger involved in fatal crashes increased by 9.8 percent from 35 (2013-2017 rolling average) to 38.

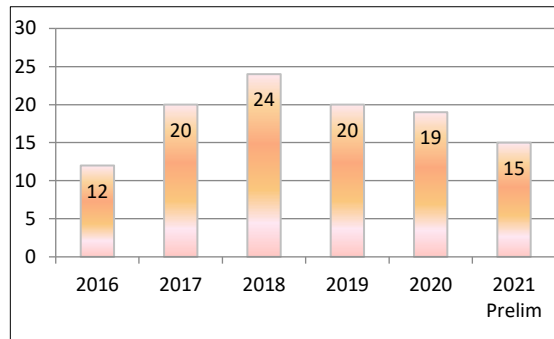


**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is launching new distracted driving and seat belt media campaigns in 2023 that will increase shifts in social behavior. Acusensus data collection has been completed to improve education.

### C-10) PEDESTRIAN FATALITIES (FARS)

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

**Result:** In 2020 pedestrian fatalities increased by 35.7 percent from 14 (2013-2017 rolling average) to 19. Preliminary data for 2021 shows the number remained steady from 1 (2016-2020 rolling average) to 15.

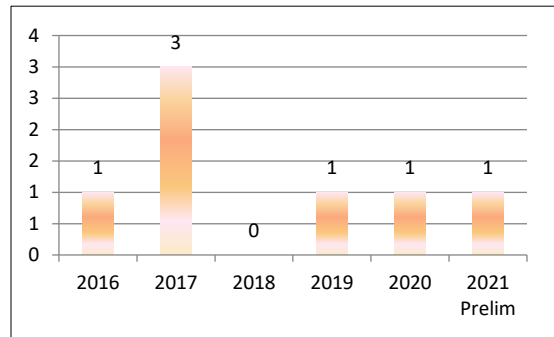


**Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2020-2022.**

**C-11) BICYCLIST FATALITIES (FARS)**

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

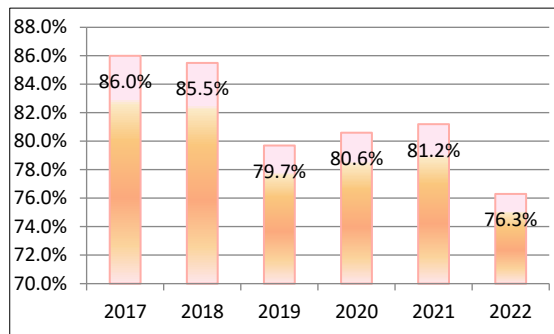
**Result:** In 2020 bicyclist fatalities decreased by 50.0 percent from 2 (2013-2017 rolling average) to 1. Preliminary data for 2021 shows a 21 percent decrease from 1 (2016-2020 rolling average) to 1.



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

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

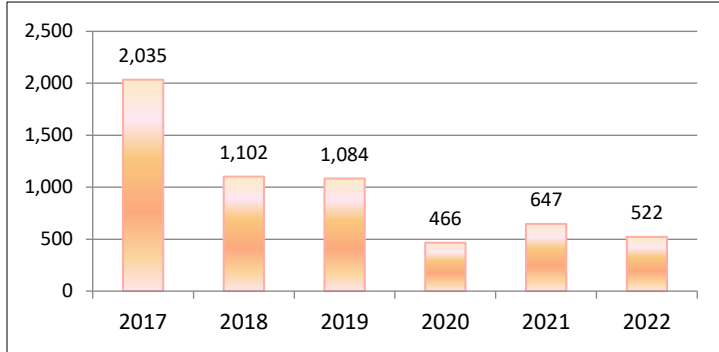
**Result:** • In 2022 statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 4.9 points from 81.2 percent (the 2021 calendar year usage) to 76.3 percent.



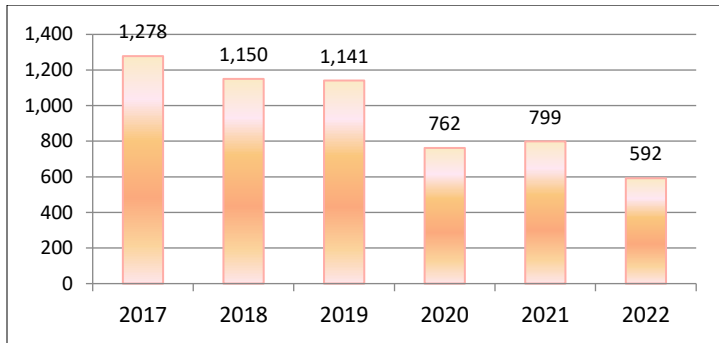
**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO is launching new distracted driving and seat belt media campaigns in 2023 that will increase shifts in social behavior. Acusensus data collection has been completed to improve education.

**RESULTS - ACTIVITY PERFORMANCE MEASURES**

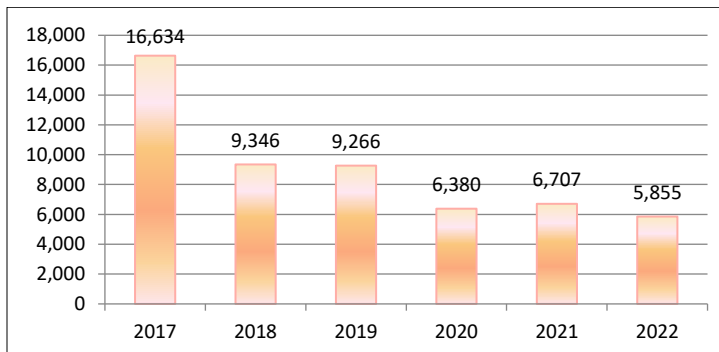
**A-1) SEAT BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES  
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



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



**A-3) SPEEDING CITATIONS GRANT FUNDED  
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



## RESULTS – ADDITIONAL OUTCOME PERFORMANCE MEASURES (STATE CRASH DATA)

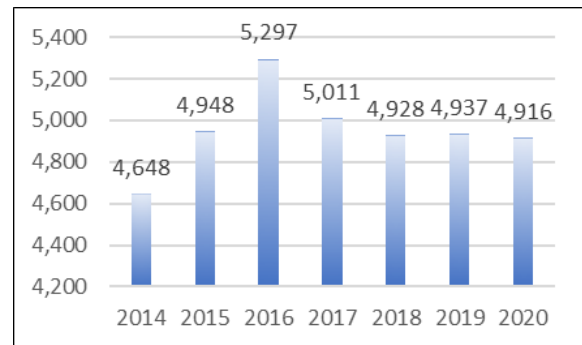
	2014	2015	2016	2017	2018	2019	2020	2021
Fatal, A and B Injury Crashes	4,648	4,948	5,297	5,011	4,928	4,937	4,383	
Alcohol-Impaired Fatal, A and B Crashes	576	567	579	553	529	552	469	
Occupant Restraint Use	79.0%	79.6%	83.3%	85.9%	85.5%	79.7%	80.6%	81.2%
Speed-Related Fatal, A and B Crashes	339	250	282	231	317	255	269	
Youth-Involved Fatal, A and B Crashes	1,246	1,343	1,464	1,349	1,296	1,323	1,198	
All Other Factors, Fatal, A and B Injury Crashes	3,733	4,131	4,418	4,227	4,082	4,133	4,203	
Distracted Driver, Fatal, A and B Injury Crashes	798	897	982	894	874	725	947	
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes	58	62	49	39	44	49	66	

Note: The result of the targets reflects actual 2020 crash data. Nebraska traffic crash data for 2021 and 2022 is unavailable at this time.

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

**Target:** To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,896 (2016-2020 rolling average) to 4,918, by December 31, 2022.

**Result:** In 2020 fatal, A and B injury crashes decreased by 11.0 percent from 4,923 (2013-2017 rolling average) to 4,383.

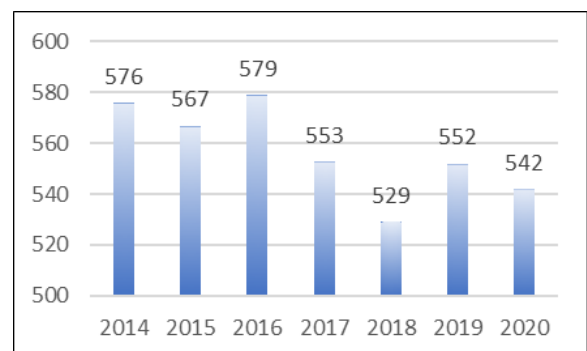


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.

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

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

**Result:** In 2020 alcohol-impaired fatal, A and B crashes decreased by 17.0 percent from 565 (2013-2017 rolling average) to 469.

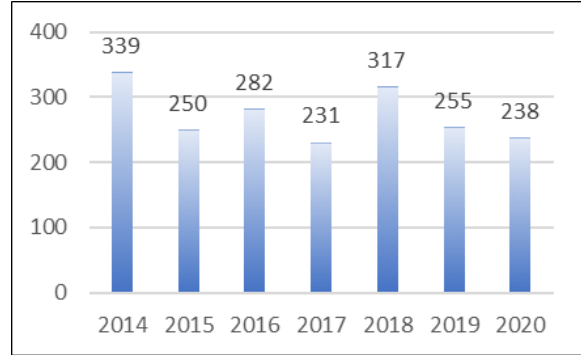




**SPEED-RELATED FATAL, A AND B INJURY CRASHES  
(STATE CRASH DATA)**

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

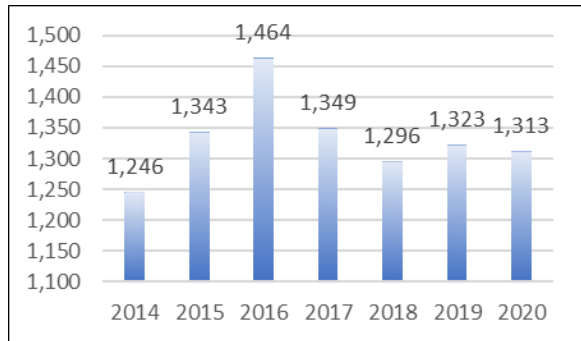
**Result:** In 2020 speed-related fatal, A and B crashes decreased by 6.3 percent from 287 (2013-2017 rolling average) to 269.



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

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

**Result:** In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.

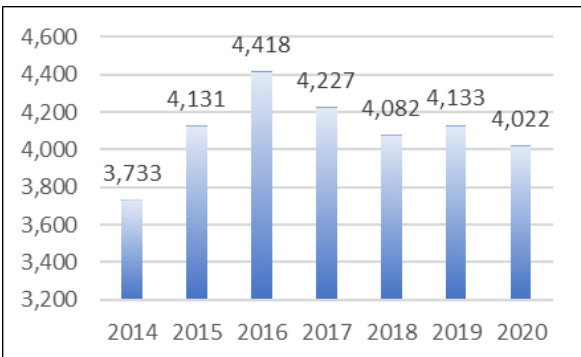


**ALL OTHER FACTORS\* - FATAL, A AND B INJURY  
CRASHES (STATE CRASH DATA)**

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

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

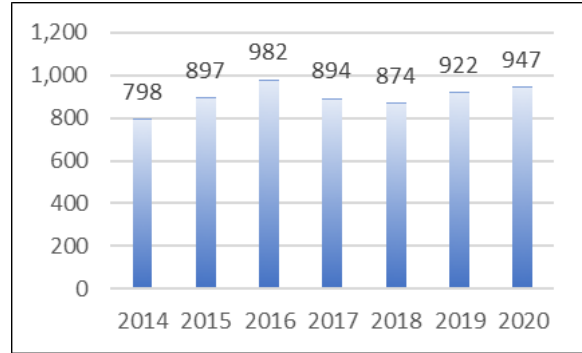
**Result:** In 2020 fatal, A and B crashes caused by all other factors decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.



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

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

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

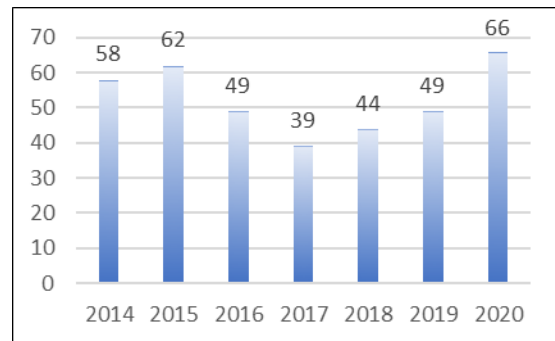


**Result:** In 2020 distracted driver fatal, A and B crashes decreased by 16.1 percent from 864 (2013-2017 rolling average) to 725.

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

\*Includes Not Used and Unknown

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



**Result:** In 2020 nighttime (6 p.m. – 6 a.m.) unrestrained fatalities in fatal crashes increased by 20.4 percent from 55 (2013-2017 rolling average) to 66.

**Adjustment:** In FY2023, the HSO will increase participation in the High Visibility Enforcements by tasking the Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO will also add requirements to seat belt enforcements that require a higher percentage of overtime be dedicated to 3pm to 12 midnight and weekends as suggested in the recent regional NHTSA evaluation.

## HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

### PAID MEDIA

In FY2022, the Nebraska Department of Transportation - Highway Safety Office (HSO) was able to use NHTSA funding to support paid media marketing and messaging activities for several identified priorities of traffic safety subjects. The HSO identifies and utilizes those marketing/messaging strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic groups in the appropriate geographic locations at the appropriate times.

- The HSO utilizes these paid marketing/messaging opportunities primarily targeting 18- to 44-year-old males: 1) television; 2) radio; 3) movie screens; 4) truck side billboards/banners; 5) high school, collegiate and professional sports marketing; 6) social media/digital campaigns; 7) outdoor billboards; 8) print (newspapers/magazines); and 9) podcast downloads.
- The HSO used these various paid media campaigns for:
  - **Occupant Restraints:** *Click It or Ticket Day and Night (CIOT), Someone is Counting on you to Buckle Up, CPS The Right Seat, Buckle Up. Every Trip, Every Time;*
  - **Impaired Driving:** *Get a Ride, A DUI Costs More Than you Think, Drive Sober or Get Pulled Over.*
  - **Distracted Driving:** *U Drive. U Text. U Pay., Put Bad Passengers on Do Not Disturb, Drive & Walk with Care*



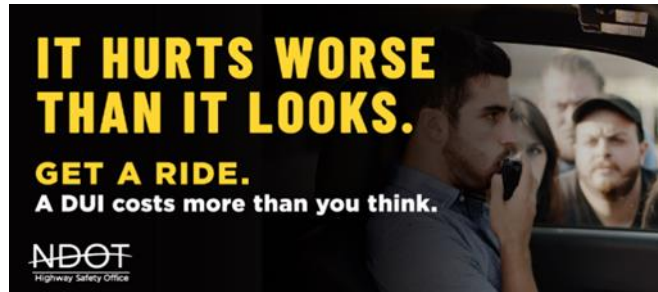
(pedestrian focus); *You Snooze You Lose (drowsy driving focus);*

- **Motorcycle Safety:** *Ride for Life.*
- **Rail Safety Education:** *See Tracks? Think Train.*

• The HSO maintains the number of paid media marketing and messaging during the national *Click It or Ticket Mobilizations (2), U Text. U Drive. U Pay. (1), and Impaired Driving Crackdowns (2)*. In FY2022, there was a special focus on pedestrian safety, motorcycle safety, speeding and seat belt use in priority counties, during traditional holiday travel dates, 100 Days of Summer, and during sporting activities (i.e., High School Sports, College Sports) and talk radio that carried during COVID-19. The largest portion of annual paid media expenditures are targeted to decrease impaired driving and to increase seat belt use in target counties as defined by HSO. HSO also uses media in targeted rural counties to address: *Drive Sober or Get Pulled Over, Teens and Occupant Protection/Child Passenger Safety.*

## PUBLIC INFORMATION & EDUCATION (PI&E) MATERIALS

In FY2021, the HSO continued to support the traffic safety programs with printed public information and education materials that are available for free to the general public, grantees and partners in traffic safety. These brochures, posters, manuals, wallet cards, graduated driver licensing law infographic handouts, metal signs, and other items provide information on all traffic safety-



related issues, including but not limited to seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving, and weather-related driving issues. The HSO contributes traffic safety message copy for the state's roadway electronic message boards to be posted weekly, during special enforcement crackdowns and designated traffic safety weeks.

The HSO offers to create and print materials for other traffic safety program partners/stakeholders to support the traffic safety initiatives they are addressing across the state and in partnership with the HSO public information and education efforts.

The HSO continues to update and offer free to the general public an audio-visual lending library of all of the previously mentioned safety issues.



## EARNED MEDIA



In FY2022, the HSO continued to utilize the Nebraska State Patrol, Department of Health and Human Services, Department of Motor Vehicles, Department of Transportation, various local law enforcement agencies and non-profit highway safety partners to assist with high visibility kick offs, press conferences and news/events for the national and state enforcement mobilizations.

The HSO issued state and local news releases regarding the grant awards of special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference and/or issue a news release regarding the grant award and the related grant activity before the enforcement activity is initiated. In addition, grantees are required to issue a news release reporting the results of that specific enforcement operation for the public knowledge at the local level where activity occurs.

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

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

### SOCIAL MEDIA

The HSO has continued to expand the marketing/messaging of traffic safety-related information via the social platforms (Facebook, Twitter, and Instagram) and with web sites. The HSO used a social marketing team for targeted months (i.e., Distracted Driving Awareness in April, Motorcycle Safety in May, Child Passenger Safety Month in September, Drowsy Driving Awareness Month in November) to carry out professional content, graphics to share with coalition members and some media placement.



This strategy, social media platforms with partners, has allowed us to generate a greater audience and reach targeting specifically to teens, young adults, local communities, employers, local health departments, non-profits, and the public in the priority counties. Focus areas continue to be seat belts, distracted driving, impaired driving, and pedestrian safety. The HSO continues to expand the use of social media through a variety of platforms (i.e., Facebook, Twitter, YouTube, and Instagram). The NDOT included the HSO 30-second radio ad on their YouTube mobile and Vimeo. The HSO has produced web banner ads and toolkit materials to share with the Drive Smart Nebraska Coalition and other highway safety partners, employers, schools, law enforcement, hospitals, and local health districts for use on their own websites and marketing.

### MEDIA MARKET AND ADVERTISING RESULTS (Chart only)

Media Format	Types	Impressions/Reach
Publications	Programs, Magazines	2,080,446
Social Media	Twitter, Facebook, Instagram	8,873,888
Outdoors	Billboards	6,052,792*
Outdoor	Wrapped Trucks/Gas Pumps	18,980,000
Radio	Placement :30 & :15 spots	1,991,109
Signage	Messaging	1,661,251
Web Banner/Digital	Mobile, Web	8,154,608
Live reads/Podcast	Mentions/Downloads	22,391,250**
Materials Printed	Infographics, law cards, etc.	9,464
HVE Press Releases	Pre and Post Media (print and social)	5,276,250
<b>Total Impression Estimate</b>		<b>75,471,058</b>

*\*\*Numbers represent Husker Nation Audience/Listeners*

### EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes, crash-related fatalities, and injuries in the areas of highest risk. Analysis of Nebraska’s crashes, crash

fatalities and serious injuries in the highest risk areas and listed on the “Nebraska Priority Counties” are extracted from the Nebraska fatal, A and B injury crash data from CY2022 outlined on page 4. These counties are identified to implement our proven enforcement activities throughout the year. Nebraska’s TSEP is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the *Click It or Ticket* mobilizations, and the *Drive Sober or Get Pulled Over* crackdowns. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the TSEP as identified from the project analysis.



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

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

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

- The enforcement program is implemented by first awarding selective overtime enforcement mini-grant agreements to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem

identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and benefits 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 statewide media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training. The Highway Safety Communication Plan includes the paid, earned, and social media information located on page 15.

- The HSO monitors and assesses each of the awarded selective overtime mini grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The HSO staff reviews the results of each activity/mobilization as summarized in the table below. These results are also placed on the Highway Safety Office website at: <http://dot.nebraska.gov/safety/hso/law-enforcement-resources/mobilizations/>. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

- [Law Enforcement Agencies Participating in Nebraska Enforcement Efforts](#)

Agency	Nov/Dec 2021 CIOT	Dec/Jan 2021/2022 DSGPO	May 2022 CIOT	Aug/Sept 2022 DSGPO	April 2022 UDUTUP
Aurora Police Department		x		x	x
Bellevue Police Department		x		x	
Blair Police Department	x			x	x
Broken Bow Police Department	x	x		x	
Central City Police Department		x	x	x	
Chadron Police Department			x	x	x
Columbus Police Department	x	x	x	x	x
Crete Police Department	x	x	x	x	
Falls City Police Department	x	x	x	x	
Gordon Police Department				x	
Hastings Police Department	x		x		
Henderson Police Department	x				x
Holdrege Police Department		x			
Imperial Police Department				x	
Kearney Police Department	x	x	x	x	x
Lexington Police Department	x		x		
Lincoln Police Department	x	x	x	x	
McCook Police Department		x		x	
Nebraska City Police Department		x	x	x	x
North Platte Police Department		x	x	x	
Ogallala Police Department				x	
Omaha Police Department	x	x	x	x	x
O'Neill Police Department			x		
Papillion Police Department	x	x	x		x
Plattsmouth Police Department	x	x	x	x	x
Ralston Police Department	x	x		x	x
Schuyler Police Department	x			x	
Scottsbluff Police Department	x	x		x	
Shelton Police Department	x			x	
South Sioux City Police Department	x	x	x		x



Agency	Nov/Dec 2021 CIOT	Dec/Jan 2021/2022 DSGPO	May 2022 CIOT	Aug/Sept 2022 DSGPO	April 2022 UDUTUP
Boyd County Sheriff's Office	x				
Brown County Sheriff's Office		x	x	x	
Buffalo County Sheriff's Office	x		x		
Cedar County Sheriff's Office	x				
Colfax County Sheriff's Office		x			
Custer County Sheriff's Office	x		x		
Dakota County Sheriff's Office	x	x	x	x	x
Dawson County Sheriff's Office					x
Dixon County Sheriff's Office		x	x		
Dodge County Sheriff's Office	x	x	x	x	x
Douglas County Sheriff's Office	x	x	x	x	x
Fillmore County Sheriff's Office	x		x		
Furnas County Sheriff's Office	x	x		x	
Gage County Sheriff's Office		x			x
Hall County Sheriff's Office		x	x		x
Hamilton County Sheriff's Office		x	x		x
Harlan County Sheriff's Office		x			
Jefferson County Sheriff's Office		x			
Keith County Sheriff's Office	x				
Lancaster County Sheriff's Office		x	x	x	
Lincoln County Sheriff's Office	x	x	x	x	
Madison County Sheriff's Office					x
Merrick County Sheriff's Office		x	x	x	
Nemaha County Sheriff's Office	x	x	x	x	
Otoe County Sheriff's Office	x	x		x	x
Perkins County Sheriff's Office	x				
Phelps County Sheriff's Office	x	x	x	x	
Platte County Sheriff's Office	x	x	x	x	x
Richardson County Sheriff's Office	x	x	x	x	
Saline County Sheriff's Office	x	x	x	x	
Sarpy County Sheriff's Office	x				
Saunders County Sheriff's Office	x		x	x	x
Scotts Bluff County Sheriff's Office					x
Seward County Sheriff's Office					x
Thurston County Sheriff's Office	x	x	x	x	
Valley County Sheriff's Office	x	x	x	x	
Washington County Sheriff's Office	x		x	x	x
Webster County Sheriff's Office	x	x	x	x	
York County Sheriff's Office	x	x			
Nebraska State Patrol	x	x	x	x	x
<b>Total Agencies Participating</b>	<b>44</b>	<b>45</b>	<b>40</b>	<b>43</b>	<b>27</b>

## LAW ENFORCEMENT OVERTIME ENFORCEMENT RESULTS

**November 2021 “Click It or Ticket” Mobilization** – The November 24-28, 2021, mobilization resulted in a total of 3,163 hours of selective overtime enforcement, 76 seat belt citations, 699 speeding citations, 56 impaired driving arrests, 2,129 total citations and 4,231 total contacts. Three checkpoints were conducted during the enforcement.

**December 2021/January 2022 “Drive Sober or Get Pulled Over.” Crackdown** – The December 2020 – January 2021 crackdown resulted in a total of 9,254 hours of selective overtime enforcement, 41 seat belt citations, 1,008 speeding citations, 179 impaired driving arrests, 2,394 total citations, and 6,295 total contacts.

**May 2022 “Click It or Ticket” Mobilization** – The May 23–June 5, 2022, mobilization resulted in a total of 4,724 hours of selective seat belt overtime enforcement, 272 seat belt citations, 76 impaired driving arrests, 1,178 speeding citations, 2,775 total citations and 7,068 total contacts. One checkpoint was conducted during this mobilization.

**August/September 2022 “Drive Sober Or Get Pulled Over.” Crackdown** – The August 19–September 5, 2022, crackdown resulted in a total of 4,553 hours of selective alcohol overtime enforcement, 71 seat belt citations, 189 impaired driving arrests, 1,266 speeding citations, 4,463 total citations and 9,358 total contacts. Three checkpoints were conducted during the crackdown.

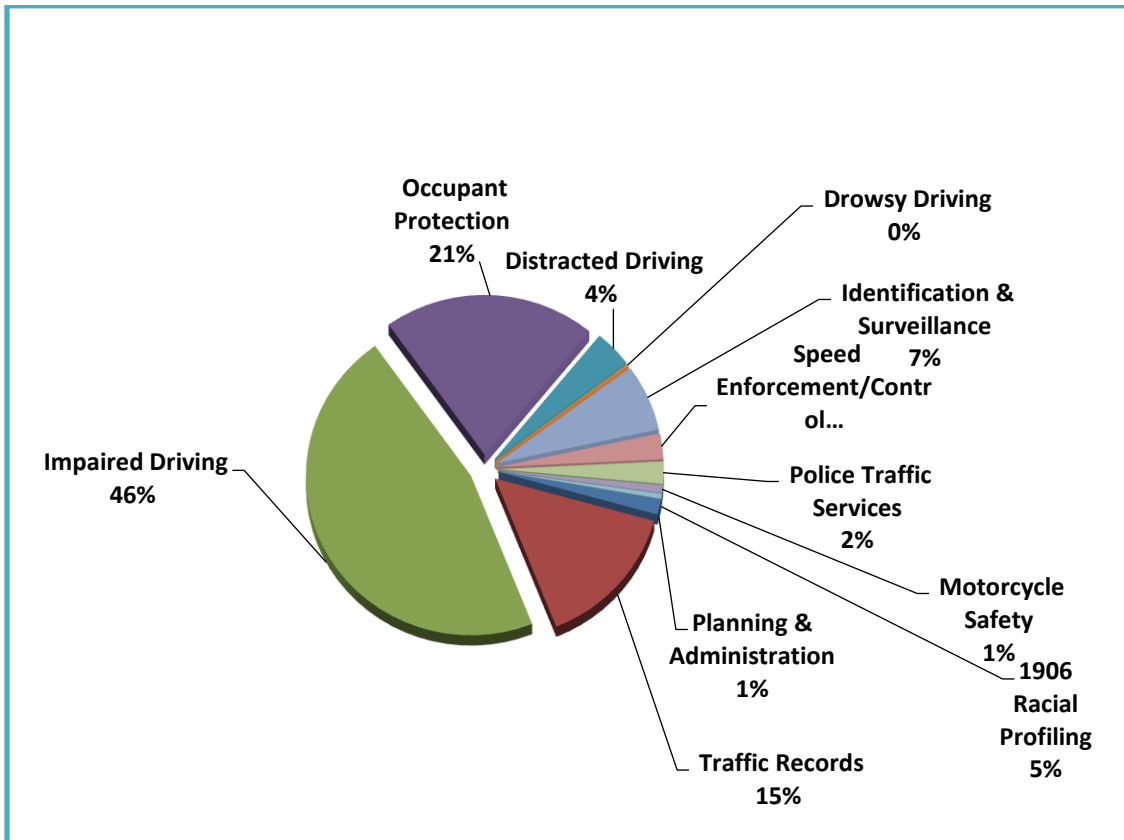
	CIOT Nov 2021	DSGPO Dec/Jan 2021/2022	CIOT May 2022	DSGPO Sept 2022	Others	Combined Totals FY2022
Agencies	45	45	44	43	60	237
Mini Grants	45	45	44	43	60	237
Checkpoints	3	1	1	3	0	8
Hours	3,163	9,254	4,724	4,553	7383	29,077
Speeding	699	1,008	1,178	1,266	1704	5,855
Seat Belt	76	41	272	70	63	522
DWI	56	179	76	189	92	592
Total Citations	2,129	2,394	2,775	4,463	3735	15,496
Total Contacts	4,231	6,295	7,068	8,059	9358	35,011



**FINANCIAL SUMMARY**

**SUMMARY OF FISCAL YEAR 2021 COUNTERMEASURE PROGRAMS**

SECTION 402 / HIGHWAY SAFETY PROGRAMS	\$3,575,839.53
SECTION 405b / OCCUPANT PROTECTION PROGRAMS	\$397,705.77
SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT	\$352,381.19
SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS	\$1,685,415.08
SECTION 405f / MOTORCYCLIST SAFETY PROGRAM	\$48,764.60
1906 RACIAL PROFILING DATA COLLECTION GRANT	\$30,724.45
<b>TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS</b>	<b>\$6,090,830.62</b>



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**PROJECT DESCRIPTION/SUMMARIES BY PROGRAM AREAS**

**Section 402 State and Community Highway Safety Projects by Program Area**

**PLANNING AND ADMINISTRATION PROGRAM AREA**

<b>Project Name:</b>	Planning and Administration		
<b>Project Number:</b>	402-22-01		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$200,000.00		
<b>Funding Source:</b>	402/PA	<b>Funding Source Amount:</b>	\$200,000.00
<b>Match Amount:</b>	\$92,915.61	<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		<b>Amount Expended:</b>	Federal \$92,615.28

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

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2023 (FY2023) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on June 27, 2022.

The annual observation Nebraska safety belt use survey was completed in June 2022.

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

**ALCOHOL PROGRAM AREA**

<b>Project Name:</b>	Alcohol Program Coordination		
<b>Project Number:</b>	402-22-09		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$100,000.00		
<b>Funding Source:</b>	402/AL	<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		<b>Amount Expended:</b>	\$78,996.17

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

<b>Project Name:</b>	Alcohol Public Education & Information		
<b>Project Number:</b>	402-22-10/405d-22-06		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$2,216,539.00		
<b>Funding Source:</b>	402/AL 405d/FDLIS	<b>Funding Amount:</b>	\$100,000.00 \$2,116,539.00
<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>Amount Expended:</b>	\$929,835.80

This project provided funds to the HSO for the development/creation/production/implementation of alcohol/impaired driving educational messaging. This includes print, electronic, and web-based media messaging, multimedia campaigns (including paid media), and educational information for distribution. Educate and motivate law enforcement to increase messaging around alcohol/impaired driving campaigns.

- Four Corners, Impaired Driving Campaign, covering Polk, Butler, Seward, York, and Lancaster. Placement for Billboards, Radio, and print ads.
- Gordon-Rushville Motivational Speaker.
- Law Enforcement Luncheon, Younes Conference Center, Annual Luncheon with approximately 120 law Enforcement officials (Sheriffs and Police Chiefs).
- Learfield/IMG Husker Sports Contract: Instant replay signage 15 reply tags during 7 home games, 2 ribbon boards at home games, L-Wrap at 7 home games, rotating LED ribbon boards in the stadium, approximately 350 Sports Nightly radio ads , traffic report sponsorship spots at home games, Sports Nightly, 200 :30 sec. messages; Big Red Reaction 1 live mention for each game; Locker Room 1 live mention per game; Husker Vision ( 5 screens) message carried at 7 home games.
- Pinnacle Bank Arena signage, concourse signage, digital signage, 3rd floor lobby level sponsor, parking garage sponsor, branded signage on exit arms at the tollbooth of the parking garage.



- Red Thread was contracted to create an impaired driving campaign with print, radio, video, billboard and social media graphics.
- Hail Varsity sports marketing sponsorship included a full-page ad in 16 issues of Hail Varsity, 1 live read (30-45 seconds) during the Hail Varsity Radio Show.
- Sponsorships of the Omaha StormChaser and Lincoln Saltdogs Baseball, Omaha Beef and Omaha Lancers.
- Impaired driving advertising placed with AllOver Media, OOH Squad, Nebraska Public Media, multiple radio stations, Lamar Outdoor and other outlets.



<b>Project Name:</b>	Alcohol Selective Overtime Enforcement		
<b>Project Number:</b>	402-22-12		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$245,000.00		
<b>Funding Source:</b>	402 AL	<b>Funding Source Amount:</b>	\$245,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	98%
<b>Is this project a part of the TSEP?</b> Yes		<b>Amount Expended:</b>	\$232,489.95

This project provided funding to the HSO to award mini-grants to state and local law enforcement agencies for funding utilized to support the National “Drive Sober Or Get Pulled Over” Crackdown in December 2021 – January 2022 and alcohol overtime enforcement.

December 2021/January 2022 “Drive Sober or Get Pulled Over” Crackdown and other individual enforcements resulted in a total of 9,254 hours of selective overtime enforcement, 41 seat belt citations, 1,008 speeding citations, 179 impaired driving arrests, 2,394 total citations, and 6,295 total contacts.

Nebraska law enforcement agencies provided additional alcohol overtime enforcement from October 2020 through September 2021. A total of 11,936 overtime hours were worked for these enforcement activities relating to selective alcohol enforcement. These activities resulted in 8,198 total citations. Of these citations, 2,970 citations were issued for speeding, 281 for impaired driving violations, 91 open container violations and other various violations.

This project provides support to assist local entities in obtaining breath testing equipment-related supplies (mouthpieces, dry gas and regulators, wet bath simulators, etc.) and for necessary repairs of HSO purchased preliminary and evidentiary alcohol breath testing instruments. The HSO provided 1,400 Alco Sensor III, 47,400 Alco Sensor FST’s and 9,300 evidentiary mouthpieces for a total of 58,100 mouthpieces to Nebraska law enforcement agencies, adult and juvenile correctional facilities, detox facilities, county attorneys, schools, and state probation agencies. HSO also provided 85 dry gas cylinder bottles and 7 regulators to 76 law enforcement agencies for PBT calibrations.



<b>Project Name:</b>	Court Monitoring Evaluation and Education Project		
<b>Project Number:</b>	402-22-17		
<b>Sub-Recipient:</b>	Mother Against Drunk Driving		
<b>Total Project Amount:</b>	\$200,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	\$200,000.00
<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		<b>Amount Expended:</b>	\$162,614.07

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to six priority counties identified by the HSO as having either a high crash rate for alcohol, speed and/or alcohol use by youth. This project engaged four identified community resource stakeholders (prosecutors, commissioners, city council, and community coalitions) in each county to raise awareness and public trust in the justice system. MADD conducted one-on-one and online Court Monitoring trainings throughout the year, trained and utilized MADD volunteers in MADD Court Monitoring, Power of Parents and/or volunteer positions. They collected data from additional counties to ascertain whether or not consistent sentencing occurs across the state. Data was collected for a Court Monitoring Annual Briefing Report. The information gathered through the court-monitoring program is made available to advocates for change and raise public awareness about alcohol/impaired driving cost to communities. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and volunteer recognition activities to build capacity. MADD recorded over 420 volunteer hours in FY2022 and produced six video recordings of victims/victim families. Nebraska MADD also provided support for local public information and education programs.

<b>Project Name:</b>	Enforcing Underage Drinking Laws		
<b>Project Number:</b>	402-22-22		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$40,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	\$40,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	75%
<b>Is this project a part of the TSEP?</b> Yes		<b>Amount Expended:</b>	\$19,624.67

This project provided funding assistance through the “Mini-Grant Award/Contract” process to state and local law enforcement agencies within the 23 priority counties, with justification for those non-priority counties, to conduct selective overtime enforcement of underage drinking laws.

HSO provided 15 mini-grants to law enforcement agencies to carry out selective overtime enforcement activity which was carried out in 5 counties. Additional mini grants were cancelled due to the Covid 19 pandemic. The participating agencies included: Gering Police Department, Nebraska State Patrol, Washington County Sheriff’s Office, Sarpy County Sheriff’s Office, Bellevue Police Department and the ScottsBluff Police Department & Scotts Bluff County Sheriff’s Office.

<b>Project Name:</b>	Traffic Training		
<b>Project Number:</b>	402-22-25		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$70,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	<b>Source</b> \$70,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	85%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$63,755.54

Mini-grants are awarded to agencies and/or organizations to attend traffic safety-related training/conferences. This project provides assistance to improve and expand the knowledge of law enforcement and traffic safety interested professionals. This project helps to enhance skills to increase local resources and assist in addressing identified highway safety problems in Nebraska. Through this project 18 mini-grants were awarded to multiple state and local agencies and organizations to attend training.

<b>Project Name:</b>	Statewide Underage Drinking Prevention Project		
<b>Project Number:</b>	402-22-18		
<b>Sub-Recipient:</b>	Project Extra Mile (PEM)		
<b>Total Project Amount:</b>	\$180,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	<b>Source</b> \$180,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	10%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$158,409.84

This project supports community-based programs that employ environmental strategies to reduce and prevent excessive alcohol consumption, including consumption by youth, through environmental prevention strategies, ultimately addressing community policies, practices, and norms. PEM will use community-level initiatives along with statewide strategies to reach its goal.

- The coalition held 10 in-person or virtual coalition meetings during FY2022. Total attendance was 159 members with 29 new members. PEM also created and strengthened relationships with 104 organizations as well as 15 individuals.
- 12 monthly Research Summaries and e-Newsletters were distributed to the coalition and made available on PEM's website. The newsletter was sent to an average 1,008 individuals across the state with the average open rate of 29.8% a 37% increase from FY2021. Seven fact sheets were updated during the fiscal year. PEM also achieved 24 earned media pieces.
- Social media activity in FY 2022 included 157 Facebook posts and 182 Tweets. Facebook post activity included 779 clicks and 652 reactions for a total of 1,431 engagements, or an average of 9.1 engagements per post, which is a 279% increase from FY 2021. Twitter activity included 341 likes and 58 retweets for a total of 399 engagements, or an average of 2.2 per Tweet, a 35% decrease from FY 2021.
- The Law Enforcement Work Group during February 2022 with nine participants from eight agencies to discuss training needs, alcohol delivery and sales to intoxicated persons operations, and plan future driving impairment and compliance check operations. PEM is also working with the Nebraska

Liquor Control Commission, Nebraska State Patrol, and other involved agencies on how to effectively expand enforcement operations in Nebraska.

- FY 2022 compliance checks resulted in 73 (12%) of 614 businesses selling to the minors, above the target rate of 10% and an increase from FY 2021's 8.5%. Results were shared in three media releases, monthly newsletters, on social media, and are available on PEM's website.
- PEM worked with the law enforcement agencies in Cass, Douglas, Sarpy, and Washington Counties to conduct retail compliance checks
- PEM met with Buffalo County law enforcement agencies and community partners to work toward restarting collaborative, multi-agency alcohol compliance checks.
- PEM presented to coalitions across the state at the request the state Prevention Advisory Council regarding the process of conducting collaborative compliance checks in order to encourage the utilization of this evidence-based strategy in other parts of the state.

<b>Project Name:</b>	Felony Motor Vehicle Prosecution Unit		
<b>Project Number:</b>	402-22-08		
<b>Sub-Recipient:</b>	Douglas County Attorney's Office		
<b>Total Project Amount:</b>	\$175,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	\$175,000.00
<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		<b>Amount Expended:</b>	\$175,000.00

- The Felony Motor Vehicle Prosecution Unit (FMVPU) activities not only expediated DUI and motor vehicle cases to specialized prosecutors, but a policy update in the handling of DUI cases was also implemented. Previous to the creation of the FMVPU, it was common practice for a DUI 3rd Aggravated (felony) to be pled down to a misdemeanor. After the implementation of these specialized motor vehicle unit activities, the number of such reductions have been greatly reduced with limited use only in warranted circumstances.
- The overall conviction rate for all motor vehicle offenses increased to 99% for the fiscal year 2022.
- The breakdown of all convictions (felony vs misd) for the fiscal year 2022 is 74% felony (decreased slightly from prior year) and 26% misdemeanor.
- The overall DUI conviction rate increased to 99% for the fiscal year 2022.
- The breakdown of DUI convictions (felony vs misd) for the fiscal year 2022 is 69% felony (decreased from 77% for fiscal year 2021) and 31% misdemeanor.
- There was a reduction in Douglas County of fatal, A and B injury crashes in 2020. There were 1501 crash incidents in 2019 and only 1316 in 2020.
- There was a reduction in alcohol-impaired fatal, as well as alcohol-related A and B crashes, from 168 (year 2019) to 124 (year 2020).

<b>Project Name:</b>	Prosecutorial Response to DUI Crimes		
<b>Project Number:</b>	402-22-39		
<b>Sub-Recipient:</b>	Nebraska Department of Justice, Nebraska Attorney General's Office		
<b>Total Project Amount:</b>	\$139,500.00		
<b>Funding Source:</b>	402/AL	<b>Funding Amount:</b>	\$139,500.00
<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		<b>Amount Expended:</b>	\$99,129.53

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

- Presented "Current Issues in DUI-D Cases" at the Fall Nebraska County Attorney Association to 218 prosecutors from 63 counties in October 2021.
- Presented TSRP Activities Updates at the Impaired Driving Summit to 74 stakeholder participants in November 2021.
- Presented "Legal Landscape" training at the Nebraska State DRE School to 11 law enforcement officers in May 2022.

The TSRP took a lead role in prosecuting several complex cases, including those involving DUI, as well as repeat DUI offenders, DUI-Causing Serious Bodily Injury, and Motor Vehicle Homicide. Several of these cases involved crash-injured defendants, and as a result, the TSRP again made use of the approach of utilizing medical blood alcohol tests for prosecution of DUI/MVH.

<b>Project Name:</b>	Project Night Life Expansion		
<b>Project Number:</b>	402-22-40		
<b>Sub-Recipient:</b>	Omaha Police Department		
<b>Total Project Amount:</b>	\$95,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding 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>	100%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$94,752.38

This grant award continues the expansion of the Omaha Police Department Project Night Life grant. The project focuses on teen drivers with emphasis on reinforcing awareness and education of area police officers regarding the Nebraska's graduated licensing provisions with special emphasis on teen impaired

driving. Efforts include involving surrounding local law enforcement agencies to create more awareness, education, and enforcement efforts surrounding the Omaha area. Using school assembly presentations to teens and their parents, Omaha PD officers have successfully engaged the community. Grant funding includes monthly selective enforcement efforts concentrating on high crash locations involving young drivers.

- 65 overtime selective enforcement operations with more than 1,500 hours logged for activities recorded.
- 3,586 total citations
- 56 alcohol arrests, (DUI, MIP, procuring/contributing, and open container) driving under the influence (DUI) arrests of Minor in Possession
- 166 occupant restraint citations (child restraint and seat belt violations)
- 1,884 speeding citations
- 326 total arrests.
- In 2020 youth-involved fatal, A and B crashes decreased by 10.6 percent from 1,340 (2013-2017 rolling average) to 1,198.

<b>Project Name:</b>	Judicial Prosecution Training		
<b>Project Number:</b>	402-22-41		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$20,000.00		
<b>Funding Source:</b>	402/AL	<b>Funding Source Amount:</b>	\$20,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	75%
<b>Is this project a part of the TSEP?</b>	No	<b>Amount Expended:</b>	\$0.00

The Nebraska Supreme Court of Judicial Branch Education did not complete any training for Judges and or prosecutors during the 2022 fiscal year utilizing the mini-grant process due to Covid-19.

For FY2023, the HSO will work directly with the TSRP and the State Judicial training coordinator to bring necessary training to the Annual Judicial Meeting or other trainings. Several options have been reviewed.

**SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT**

<b>Project Name:</b>	Drug Recognition Expert/ARIDE Training & Recertification		
<b>Project Number:</b>	405d-22-04		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$150,000.00		
<b>Funding Source:</b>	405d/FDMDATR	<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	<b>Amount Expended:</b>	\$71,916.92

This project allocates funding for the HSO to administer Nebraska’s Drug Evaluation and Classification Program (DECP) and increase law enforcement’s ability to detect drug impaired drivers on Nebraska’s roadways and assist in reducing motor vehicle fatal and injury crashes. This project provided training for law enforcement officers to become Drug Recognition Experts (DRE), annual in-service training for Nebraska’s DREs and prosecutors and funding assistance for Nebraska’s DREs and prosecutors to attend the IACP conference on impaired driving. The HSO sponsored a 7-Day Drug Recognition Expert Training School April 2022. All eleven candidates completed all phases of the training and have been certified as DREs. In addition, all students were tested and passed SFST Proficiencies during the Pre-School. A mini grant was awarded to the Bellevue Police Department to fund the DRE Training Coordinator for Nebraska to serve as the expert and organize all of the training.

DRE related newsletters and articles were forwarded to all Nebraska DREs. Additionally, mini-grants were awarded for DRE officers from four Nebraska Law Enforcement Agencies to attend an Impaired Driving Conference in 2022 and officers from seven Nebraska Law Enforcement Agencies to attend IACP’s National Drugs, Alcohol, and Impaired Driving Conference in Texas. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska.

<b>Project Name:</b>	Alcohol Selective Overtime Enforcement & System Support		
<b>Project Number:</b>	405d-22-05		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$650,000.00		
<b>Funding Source:</b>	405d/M5X	<b>Funding Source Amount:</b>	\$650,000.00
<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>		<b>Amount Expended:</b>	\$459,248.65

This project provided funding for the HSO to award mini grants for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies including the national impaired driving crackdowns. Participating agencies were provided funding assistance for the overtime salaries. Law enforcement agencies identified specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes. High Visibility Enforcement Mobilization conducted from October 2021 through September 2022 was a total of 6,39 overtime working hours resulting in 5,393 citations. Of the 5,393 citations, 258 drivers were arrested for driving while intoxicated, 47 minors were cited for being in possession of alcohol, 91 citations were issued for open container violations, 2,277 citations were issued for speeding, 17 citations were drug related, and 226 citations were issued for seatbelt violations.

This project allocated funds to the HSO to award mini-grants supporting local law enforcement agencies to assist in obtaining in-car camera systems for special traffic enforcement operations. The in-car camera system is a simple means of documenting evidence and results in fewer court appearances for law enforcement and increases conviction rates for impaired driving. The cost and efficiency benefits of the in-car camera systems include: increased conviction rates, reduction of the officer’s time spent in court providing testimony; reduction in prosecutor time with increased guilty pleas; reduces court time; and reduces the number of jury trials. The 34 in-car cameras that were awarded in FY2022 resulted in a total of 2,328 recorded traffic stops. Due to the COVID-19 pandemic, several agencies did not participate in high visibility overtime enforcement due to staff shortages and other concerns.

The HSO awarded mini grants to state and local law enforcement agencies to provide alcohol preliminary breath testing (PBT) instruments to assist in apprehending impaired drivers and identifying underage drinkers. Participating agencies receive PBT instruments. Due to COVID-19 preliminary breath testing activity is much lower than normal. The 122 preliminary breath testing instruments that were awarded FY2022 fiscal year resulted in 872 breath tests being conducted

<b>Project Name:</b>	Special Enforcement Mini-Grants		
<b>Project Number:</b>	405d-22-07		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$20,000.00		
<b>Funding Source:</b>	405d/M5HVE	<b>Funding Source Amount:</b>	\$20,000.00
<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> Yes		<b>Amount Expended:</b>	\$6,325.80

The HSO provided funding for two mini-grant contracts specific to impaired driving related problems as a need was demonstrated. There was a total of 102 hours of overtime worked and over 53 citations.

<b>Project Name:</b>	Nebraska State Patrol Toxicology Services		
<b>Project Number:</b>	405d-22-11		
<b>Sub-Recipient:</b>	Nebraska State Patrol		
<b>Total Project Amount:</b>	\$83,300.00		
<b>Funding Source:</b>	405d/M5BAC	<b>Funding Source Amount:</b>	\$83,300.00
<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>Amount Expended:</b>	\$85,300.00

This project provided funding to staff one full time forensic scientist at the Nebraska State Patrol Crime Laboratory to complete analysis of urine samples received from all Nebraska law enforcement agencies for drug impaired driving arrests. The NSPCL exceeded its objective of maintaining an average 30-day turnaround time for analysis completion of DUI-D related toxicology samples. Over the 12-month project period, the average time for analysis completion was 19.44 days.

<b>Project Name:</b>	Nebraska Collegiate Prevention Alliance		
<b>Project Number:</b>	405d-22-12		
<b>Sub-Recipient:</b>	University of Nebraska at Lincoln – Nebraska Collegiate Prevention Alliance		
<b>Total Project Amount:</b>	\$175,000.00		
<b>Funding Source:</b>	405d/M5OT	<b>Funding Source Amount:</b>	\$175,000.00
<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		<b>Amount Expended:</b>	\$175,00.00

This grant provides technical assistance to develop specific strategic plans, develop campus/community initiatives to reduce high-risk drinking, develop and support brief intervention programs designed to reduce high-risk drinking, liaison with national meetings and organizations, provide skill building opportunities, maintain an effective educational website and list-serve, provide technical assistance on the analysis of existing databases and the development of new surveys. Technical assistance was provided throughout the 12 months as requested by member institutions by email, phone, list-serve and in-person meetings. It has developed the CAP (College Alcohol Profile) web-based interactive brief intervention that provides students with immediate personalized and localized comparison for their drinking practices with those of their college peers. Nebraska Collegiate Prevention Alliance (NCPA) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

Relative to targeted 3% from their 5-year (2016-20) average rates of 34.1% (alcohol-involved total crash), 26.8% (alcohol-involved fatal crash), and 31.2% (alcohol-involved injury crash), 2020 rates were 19.1% lower for alcohol-involved total crashes (27.6%), 27.7% lower for alcohol-involved fatal crashes (19.4%), and 11.9% lower for alcohol-involved injury crashes (27.5%), which all exceed our 2019-20 targets of 3% reduction. These trends were supported by other available data from 2022 Y1CBP. A drop in drinking and driving was reported from more than half of the 2022 Y1CBP participating schools: Creighton University from 3.0% in 2019 to 2.5% in 2022; College of Saint Mary from 6.3% in 2019 to 0% in 2022; Metropolitan Community College from 4.0% in 2019 to 0% in 2022; Nebraska Methodist College from 5.8% in 2019 to 0% in 2022; Southeast Community College from 7.9% in 2019 to 5% in 2022; University of Nebraska Omaha from 3.1% in 2019 to 2.9% in 2022; Wayne State College from 9.5% in 2019 to 5% in 2022; Metropolitan Community College from 4.0% in 2019 to 3% in 2022; Nebraska Wesleyan University 3.1% in 2019 to 2% in 2022; and Doane University 4.9% in 2019 to 0% in 2022.

**OCCUPANT PROTECTION PROGRAM AREA**

<b>Project Name:</b>	Occupant Protection Program Coordination		
<b>Project Number:</b>	402-22-03		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$80,000.00		
<b>Funding Source:</b>	402/OP	<b>Funding 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		<b>Amount Expended:</b>	\$41,123.32

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit occupant protection program area grants and activities. The coordination and assistance provide an essential element in a successful occupant restraint/protection awareness program. Project assistance is provided with ongoing public information/education activities and supporting national campaigns. HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding occupant restraint/protection use among Nebraska’s motoring public and to increase usage rates. As examples, HSO staff personnel attended the following: Child



Passenger Safety (CPS), CPS Technician Classes, CPS Advisory Team Committee Meetings, CPS Technician Update, and Drive Smart meetings, includes project monitoring and site visits.

<b>Project Name:</b>	Occupant Protection Public Information and Education		
<b>Project Number:</b>	402-22-04		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$700,000.00		
<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$700,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	25%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$556,190.48

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

- “Click It or Ticket” enforcement mobilization promotional materials and paid media to support of the enforcement operations. Promotional messages went across a variety of platforms: outdoor advertising, social media, internet banners, sponsorships for sport-related programs.
- Placed occupant restraint messaging, with a variety of vendors and platforms, to reach a large male market, ages 18-34, including but not limited to: University of Nebraska Sports, Hometown Radio, Omaha World Herald and Lee Enterprises.
- The Panhandle Public Health District (PPHD) and the Brain Injury Alliance received mini grants to carry out occupant protection campaigns, targeting the priority counties to increase seatbelt usage throughout May – Sept. PPHD also used social media across the target counties, receiving nearly 200,000 impressions.

<b>Project Name:</b>	Occupant Protection Selective Overtime Enforcement		
<b>Project Number:</b>	402-22-05		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$300,000.00		
<b>Funding Source:</b>	402/OP	<b>Funding Source Amount:</b>	\$300,000.00
<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		<b>Amount Expended:</b>	\$168,790.42

The objective of this project is to provide funding assistance through the "Mini-Grant Contract Application and Award" process to law enforcement agencies statewide to conduct high visibility occupant restraint selective overtime enforcement activities. Participating agencies were provided funding assistance for the overtime salaries.

The HSO awarded 57 mini-grant contracts to Nebraska Law Enforcement Agencies to carry out High Visibility Enforcement mobilizations relating to occupant restraint protection. There was a total of 3,786 overtime hours worked resulting in 4,698 citations. 1,772 citations were for speeding, 334 citations for seat belt violations and 132 DUI citations.

<b>Project Name:</b>	Road Safety - Employers & Employees Education - NSC		
<b>Project Number:</b>	402-22-37		
<b>Sub-Recipient:</b>	Nebraska Safety Council		
<b>Total Project Amount:</b>	\$104,000.00		
<b>Funding Source:</b>	402/OP	<b>Funding Amount:</b>	Source \$104,000.00
<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		<b>Amount Expended:</b>	\$104,000.00

A project-grant was awarded to the Nebraska Safety Council to carry out strategies and activities with an emphasis on employer and employee education about seat belt use and assisting companies to implement a road safety program for their organization and increase employees' knowledge of traffic safety.

- Finalized the NESC Road Safety presentation “Doing Our Part” on Nebraska Roads. Also developed and updated were six educational toolkits focusing on Seat Belt Safety, Cell Phone Use, Distracted Driving, Drowsy Driving, Impaired Driving and Winter Driving Tips. Recorded a 20-minute video that employers can show in lieu of in-person training.
- Participated in 11 public community events to raise awareness of traffic safety. Placed an educational billboard and social media campaign in the target area.

#### **SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT**

<b>Project Name:</b>	Child Passenger Safety Training		
<b>Project Number:</b>	405b-22-09		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$95,000.00		
<b>Funding Source:</b>	405b/M2TR	<b>Funding Amount:</b>	Source \$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		<b>Amount Expended:</b>	\$20,787.92

This project supported training and resources for Child Passenger Safety (CPS) instructors and technicians (i.e., mailings, brochures, newsletters, posters, and subscriptions).

- As of September 30, 2022, Nebraska has 357 certified Child Passenger Safety (CPS) Technicians and 18 inspection stations, covering 53 of the 93 counties in the state, and 95% of the Nebraska population live in a county with a CPST. There are currently 20 CPST Instructors.
- In the fiscal year ending September 30, 2022, 39 CPS technicians recertified out of 69 technicians eligible to recertify, which is 56.5% re-certification rate, compared to the national average of 65%.
- Child Passenger Safety Technician Trainings were held in Omaha, Lincoln, and Grand Island with a total of 66 new CPS Technicians trained.

- Provided resources to instructors, technicians, and inspection stations to enhance training and education.
  - Purchased car seats and training dolls from Prevention Alternatives
  - Distributed CPS Law Cards in English, Spanish and Arabic
  - Distributed Get Seat-iated and Boosters for Big Kids materials in English and Spanish
  - Provided 121 Safe Ride News LATCH Manuals for FY22 trainings and Updates
  - Ordered Fastenal cart for transporting training materials
- Utilized social media avenues on both DrivesmartNE.org and NDOT website to increase awareness around child passenger safety.



<b>Project Name:</b>	Occupant Protection Public Information and Education		
<b>Project Number:</b>	405b-22-10		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$195,000.00		
<b>Funding Source:</b>	405b/M2PE	<b>Funding Amount:</b>	\$195,000.00
<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>Amount Expended:</b>	\$191,196.10

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

**Occupant Protection Marketing/Promotion:**

- Click It or Ticket Campaign messaging through Lamar billboards, radio ads on iHeart radio, The Ticket and through Alpha Media, digital video with Lincoln Journal Star, and social media posts through local partners, such as Drive Smart Nebraska and local law enforcement.
- NRG, The Zone/1620, NFL and Kansas City Chiefs Sponsorship, 30 spots during NFL and Chiefs broadcasts on 1620 The Zone and 1180 The Zone 2, promotional announcements with NFL/Chiefs sponsorship status mentions on air, and commercials each month on three stations.
- IMG Sports – Pinnacle Bank Arena Sponsorship. This included: Website Logo Presence, Logo on the Pinnacle Bank Arena website with link to Sponsor's website, Recognition as Founding Partner on Pinnacle Bank Arena website, Concourse Signage, audio & video displays and signage (approximately 14" x 10") at the front of each of approximately 258 parking stalls.
- Hail Varsity advertising through Sponsor Page listing on their website, live radio reads on ESPN Hail Varsity Radio, supporting sponsor tags on social media and podcasts, a full-page ad in the 2022 Yearbook, and half-page ad in 10 issues of Hail Varsity magazine.

- Interactive displays and public announcement during NSAA State Championship events with Alliance Sport Marketing.

<b>Project Name:</b>	Child Passenger Safety Child Safety Seat Purchase and Distribution		
<b>Project Number:</b>	405b-22-12		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$30,000.00		
<b>Funding Source:</b>	405b/M2CSS	<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?</b> No		<b>Amount Expended:</b>	\$9,923.67

Funding was made available to increase the availability of child safety seats for rural, low income, and minority communities where lack of child passenger protection is especially severe. This also provided up-to-date educational information for inspection stations, which serve as resources for parents/caregivers. Four mini grants were awarded to purchase 158 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events.

HSO participated in the National Seat Check Saturday, with a social media presence, Inspection Station support and support for the active Safe Kids Chapters.

There were four mini grants awarded to purchase 158 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events. The CSS will also sustain the inspection stations, at the local level, and ensure every parent/caregiver has access to education and equipment to keep children safe and secure while riding in a motor vehicle.

<b>Organization</b>	<b>Claim Amount</b>	<b>Car Seats Bought</b>
Lincoln-Lancaster County Health Department	\$2,500.00	37
Mary Lanning Healthcare	\$2,500.00	50
Safe Kids Platte Valley Good Samaritan Hospital	\$2,500.00	31
Three Rivers Public Health Department	\$2,500.00	40

<b>Project Name:</b>	Occupant Protection Information System		
<b>Project Number:</b>	405b-22-13		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$150,00.00		
<b>Funding Source:</b>	405b/M2OP	<b>Funding Source Amount:</b>	\$150,00.00
<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>Amount Expended:</b>	\$62,497.69

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants. HSO provided funding to the University of Nebraska, Bureau of Sociological Research, to conduct the statewide observational safety belt survey

conducted in Douglas, Lancaster, Antelope, Madison, Platte, Richardson, Cheyenne, Dakota, and Dodge Counties. The results showed Nebraska’s overall seat belt use rate for 2022 is 76.3%, a decrease from 2021.

HSO provided mini-grant funding to support seat belt use and safety outreach through Nebraska State Patrol (NSP) Community Service Officers. NSP officers carried out public information and education, at the local level, addressing critical areas for improving occupant safety such as seat belt usage. The public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 290,494 individuals during their three months of events across the state.

<b>Project Name:</b>	Occupant Protection High Visibility Enforcement		
<b>Project Number:</b>	405b-22-14		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$237,594.00		
<b>Funding Source:</b>	405b/M2HVE	<b>Funding Source Amount:</b>	\$237,594.00
<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>		<b>Amount Expended:</b>	\$113,300.39

The HSO awarded 18 mini-grants to the Nebraska law enforcement agencies to carry out high visibility occupant protection selective overtime enforcement activities in various cities and counties statewide starting in November 2021 with Buckle Up, Every Trip, Every Time, through May - June 2022 Click It or Ticket. Both activities were successfully carried out, resulting in 3,356 total overtime working hours and 1,243 citations – 146 were seatbelt violations.

**POLICE TRAFFIC SERVICES PROGRAM AREA**

<b>Project Name:</b>	Traffic Selective Overtime Enforcement		
<b>Project Number:</b>	402-22-27		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$350,000.00		
<b>Funding Source:</b>	402/PT	<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>	80%
<b>Is this project a part of the TSEP? Yes</b>		<b>Amount Expended:</b>	\$286,156.23

The HSO provided a total of 41 mini-grant awards to 38 Nebraska Law Enforcement Agencies and Nebraska State Patrol to carry out Selective Traffic Overtime Enforcement Operations between October 2021 to September 2022. Of the 41 mini grants awarded, 24 were for U Drive U Text U Pay enforcements. These 41 mini-grant contracts resulted in a total of 4,718 hours of selective traffic overtime enforcement, 432 seat belt citations, 92 impaired driving arrests and 1,694 speeding citations. There were 3,716 citations and 9,358 total contacts.

<b>Project Name:</b>	Traffic Law Enforcement		
<b>Project Number:</b>	402-22-26		
<b>Sub-Recipient:</b>	Nebraska Crime Commission		
<b>Total Project Amount:</b>	\$140000.00		
<b>Funding Source:</b>	402/PT	<b>Funding Amount:</b>	Source \$140000.00
<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>Amount Expended:</b>	\$63,991.64

This project grant was awarded to the Nebraska Law Enforcement Training Center for specialized/additional highway safety-related training available to all Nebraska law enforcement officers. The following courses were offered; three Standardized Field Sobriety Testing (SFST) classes (115 trained); three Radar Certification classes (117 trained); three LIDAR Certification classes (117 trained); three In-Car Camera Operation classes (75 trained); two Intermediate Crash Investigation classes (33 trained); one Advanced Crash Investigation course (19 trained); Preliminary breath testing training was provided to 311 students and evidentiary breath testing training was provided to 256 students.

<b>Project Name:</b>	Sarpy County Traffic Safety Task Force		
<b>Project Number:</b>	402-22-28		
<b>Sub-Recipient:</b>	Sarpy County Sheriff's Office		
<b>Total Project Amount:</b>	\$100,000.00		
<b>Funding Source:</b>	402/PT	<b>Funding Amount:</b>	Source \$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>	100%
<b>Is this project a part of the TSEP?</b> Yes		<b>Amount Expended:</b>	\$53,714.42

This project grant was awarded to bring together four (4) separate law enforcement agencies in Sarpy County to participate in the Sarpy County Traffic Safety Task Force. The Task Force will work to decrease Fatal, A and B injury crashes throughout the county by increasing patrols in high crash areas and by providing opportunities for public outreach activities that will educate the Sarpy County Community on distracted driving, speed, seatbelt usage and driving under the influence of alcohol and other drugs.

- Conducted 15 individual saturation enforcement details involving all four law enforcement agencies with a total of 810 traffic stops were conducted.
- In 2019, the total number of crashes in Sarpy County were 2,514 and in 2020 they were reduced to 2,067. It should be noted the Traffic Task Force began operating in February of 2020.
- In public outreach, our Twitter handle @SarpyTraffic gained 2,225 followings and has made over 587 "Tweets" to inform the public of the operations, alerts for traffic hazards in Sarpy County, and educational posts regarding traffic safety and traffic law enforcement.

<b>Project Name:</b>	Law Enforcement Liaison		
<b>Project Number:</b>	402-22-42		
<b>Sub-Recipient:</b>	NDOT - Highway Safety Office		
<b>Total Project Amount:</b>	\$80,000.00		
<b>Funding Source:</b>	402/PT	<b>Funding Amount:</b>	Source \$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		<b>Amount Expended:</b>	\$19,695.27

This project provided funding to the HSO to provide salary, benefits, travel, office expenses, and training to fulfill the strategies of law enforcement-related activities outlined in Nebraska’s “Performance-Based” Strategic Traffic Safety Plan.

- The Law Enforcement Liaison provided promotion information, support and assistance to all law enforcement agencies across Nebraska. He traveled to nearly all the agencies in the priority counties to improve relations and on-site monitoring.
- The Law Enforcement Liaison attended many NDOT Highway Safety Office meetings and presentations such as the Advocates Meeting, TRCC Meetings and helped organize the Impaired Driving Summit. The law enforcement partners are beginning to contact Tim with many questions about procedures and funding opportunities.

#### **TRAFFIC RECORDS PROGRAM AREA**

<b>Project Name:</b>	Traffic Records		
<b>Project Number:</b>	402-22-30		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$215,000.00		
<b>Funding Source:</b>	402/TR	<b>Funding Amount:</b>	Source \$215,000.00
<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		<b>Amount Expended:</b>	\$194,193.68

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on June 10, 2022, and placed on the HSO website. Numerous traffic records support systems are in the planning and implementation phases to upgrade systems.

- Justice Data Solutions has finished their system’s front-end process thus allowing agencies to enter a MMUCC 5 report. The MMUCC 5, Crash Information Database went live on January 1, 2021.
  - The Omaha Police Department (OPD) and the Nebraska Department of Transportation (NDOT) have replaced OPD’s current crash reporting system with a MMUCC 5 compliant system. OPD is targeting the end of the year to have the ICR (Investigator Crash Reporting System) completed to submit all reports electronically to NDOT.
- NDOT has worked with the University of Nebraska-Lincoln (UNL) to enhance the dynamic crash diagramming functionality in the current NTIP (Nebraska Transportation Information Portal) system.
- At the end of FY2022, 120 agencies are using MACH, a GPS mapping system for law enforcement.

- At the end of FY2022, 144 agencies are using TraCS, a crash form reporting system for law enforcement.
- NDOT has worked with the Nebraska State Patrol (NSP) to upgrade TraCS to 100% electronic.

<b>Project Name:</b>	Nebraska Traffic and Criminal Software (TraCS) Expansion		
<b>Project Number:</b>	402-22-31		
<b>Sub-Recipient:</b>	Nebraska State Patrol		
<b>Total Project Amount:</b>	\$78,270.00		
<b>Funding Source:</b>	402/TR	<b>Funding Amount:</b>	\$78,270.00
<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>Amount Expended:</b>	\$ 60,062.7

This grant increased proficiencies in data input following vehicle crashes. Many agencies across the state are still completing crash information with pen and paper. Electronic filing of crash data will expedite the process and increase the amount of time law enforcement can spend on other activities that protect our communities.

Because of additional funding through the NDOT Highway Safety Office, several agencies were able to take advantage of implementing the TraCS system.

NSP established a standardized onboarding process for new agencies. This process included automation of agency and user creation to improve the overall onboarding lead time. A process of tracking the paperwork was also implemented. NSP developed a TraCS Training program including online and video training for eCitation and the TraCS NDOT suite of crash forms. NSP now has 144 agencies using TraCS to submit standardized citations and crash data statewide. They have also installed the Record Management System (RMS) with five agencies.

#### **SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT**

<b>Project Name:</b>	E-Citation and Traffic Record Improvement		
<b>Project Number:</b>	405c-22-01		
<b>Sub-Recipient:</b>	Nebraska Crime Commission		
<b>Total Project Amount:</b>	\$265,000.00		
<b>Funding Source:</b>	405c/M3DA	<b>Funding Amount:</b>	\$265,000.00
<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>Amount Expended:</b>	\$ 171,772.43

Funding was provided to the Nebraska Crime Commission (NCC) for support of the Nebraska Criminal Justice Information System (NCJIS) with other agencies: Nebraska Department of Transportation, Department of Motor Vehicles (DMV), Department of Health and Human Services, Courts, and Nebraska State Patrol (NSP) that deal directly with traffic records, to design an efficient collection and transmission of traffic records data.

The target of this project was to increase the number of citations submitted electronically by 10% during the 12-month project, previously 80%. With the launch of the new Crash Information Database at NDOT,



there have been numerous complications and delays. The tracking available shows a 98% e-citation rate in 2022, but it has been discovered there are some variations in this tracking data that will be refined in the next year. A total of 144 agencies in Nebraska are submitting citations electronically. During this project period a total of 125 county and city attorney agencies accessed the CITS Portal, and 72 attorneys e-filed documents.

Total Citations vs. Electronic Citations			
<u>Calendar Year</u>	<u>Total No. of Citations</u>	<u>Total No. of eCitations</u>	<u>Annual eCitation Percentage</u>
2010	189,485	1,235	0.07%
2011	176,919	68,244	38.57%
2012	165,415	74,395	44.97%
2013	163,653	76,298	46.61%
2014	165,031	77,294	46.83%
2015	161,628	77,056	47.67%
2016	160,879	79,046	49.13%
2017	139,752	66,902	47.87%
2018	120,223	69,780	58.04%
2019	106,168	71,949	67.76%
2020	86,519	85,651	98.99%
2021	260,666	255,848	98.15%
2022 (1/1 – 11/1)	262,021	255,387	97.46%

<b>Project Name:</b>	Crash Outcome Data Evaluation System (CODES)		
<b>Project Number:</b>	405c-22-14		
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services		
<b>Total Project Amount:</b>	\$175,000.00		
<b>Funding Source:</b>	405c/M3DA	<b>Funding Amount:</b>	Source \$175,000.00
<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>Amount Expended:</b>	\$108,237.33

This project continues to support the DHHS to create a database linking crash, EMS, hospital discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes.

- The accuracy percentage of the CODES database for the linkage rate between crash data and EMS data in 2022 is currently unavailable for this fiscal year. The 2020 accuracy percentage was 95%.
- The 2020 Crash Data was received in June 2021, the EMS data in August 2021, and the Death Certificate data in September 2021. Acquiring the Hospital discharge data (HDD) from Nebraska Hospital Association (NHA) has been an issue since October 2020. However, the data was finally received from NHA in late June, and the data was ready to be linked by the middle of July.
- The 2020 CODES dataset that links the crash dataset with the death certification, EMS, and Hospital Discharge Data was finished by the end of July.
- CODES has coordinated the EMS/E-CODE data quality assessment and improvement activities with internal and external partners to address data quality issues and will continue to engage with them to fully use the CODES to support their injury prevention and highway safety practices.
- Two data requests were completed within FY2022. The two recipients were the injury prevention team for a teen driving safety surveillance report for the enhanced CORE SIPP, and vision zero on pedestrian and pedal cycle injury.

<b>Project Name:</b>	Nebraska EHS Data Improvements		
<b>Project Number:</b>	405c-22-15		
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services - EHS		
<b>Total Project Amount:</b>	\$56,250.00		
<b>Funding Source:</b>	405c/M3DA	<b>Funding Amount:</b>	\$56,250.00
<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>Amount Expended:</b>	\$53,241.91

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to maintain the databases for EMS patient care reporting, eNARSIS, and the Nebraska Trauma Registry. DHHS is working to improve data quality, completeness, and uniformity and establish performance measures for each system.

- The progress has experienced delays due to OEHS continued work with COVID initiatives for both EMS Services and Hospitals. Additional delays have been experienced due to contractual issues that delayed payments for the vendor (ImageTrend) for both databases. OEHS has experienced staffing changes and current staff were allocated to cover critical functions. OEHS has evaluated staff work related to both systems to determine what work has been done but not documented due to resource restrictions.

<b>Project Name:</b>	EMS and E-CODE Injury Data		
<b>Project Number:</b>	405c-22-17		
<b>Sub-Recipient:</b>	Nebraska Department of Health and Human Services		
<b>Total Project Amount:</b>	\$57,000.00		
<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$57,000.00
<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>Amount Expended:</b>	\$0.0

This project provides support to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury-related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database, which links four database sources, crash, EMS, Hospital Discharge and Death Certificate. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-CODE law; monitoring progress in E-CODE compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

- In April 2022, the 2020 annual hospital discharge data was received from Nebraska Hospital Association (NHA). The 2020 annual report card was generated and distributed for each hospital in August 2022. Provided feedback on questions from hospitals to the NHA.
- Met with EMS program staff, DHHS Data Nexus team, and other healthcare epidemiologists to discuss pinpoints, problems, and strategies for improvement.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.

There were no expenses in this project due to multiple employee being reassigned to Covid data collection and analyzation. For FY2023 this project will be staffed and the data will be collected and analyzed from both the EMS service and the hospitals to reveal where the improvement can be most beneficial.

<b>Project Name:</b>	Traffic Records Program Coordination		
<b>Project Number:</b>	405c-22-16		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$362,010.00		
<b>Funding Source:</b>	405c/M3DA	<b>Funding Source Amount:</b>	\$362,010.00
<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>Amount Expended:</b>	\$19,129.52

This project allocated funds to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate monitor, and audit traffic records program area grants and activities. This is an internal traffic records system support project to assist the HSO with the ability to support opportunities for HSO staff and other state/local agencies to assist in improving the linkage and automation of critical record systems, such as the crash records file. Upgrading the traffic records system would ultimately resolve some of the inherent shortcomings with the current system: inaccessibility of certain files, duplicate sets of data, inaccuracy of some of the data elements, delays in data input, and

archaic technology. Funding was provided for time spent on project grants, E-Citations and Traffic Records Improvement, Nebraska EMS Data Quality Assessment and Improvement, Nebraska Crash Outcome Data Evaluation System, E-CODE Data Quality Assessment and Improvement.

- Provided coordination and technical support and assistance to improve traffic records information and to ensure that a mechanism is available to provide information for special traffic record requests (both internal and external).
- Conducted desk and on-site monitoring for each assigned traffic records project.
- Assisted and provided technical traffic records data, reports, and information to contractors, law enforcement agencies, and HSO staff, the public, legislature, etc.
- Emailed committee members to gather information for TRCC (Traffic Records Coordinating Committee) to revise and update the Traffic Safety Information System Strategic Plan.
- Attended the following conferences/meetings: E-Citation, Traffic Records Improvement, Nebraska Crime Commission, Nebraska E-CODE and EMS Data Quality Assessment and other meetings, training, etc. pertaining to traffic records.
- The Traffic Records Coordination Committee Meetings were held on the following dates:
  - October 21, 2021
  - January 20, 2022
  - April 21, 2022
  - July 21, 2022
- The Traffic Records Strategic Plan was updated June 10, 2022

**DISTRACTED DRIVING PROGRAM AREA**

<b>Project Name:</b>	Distracted Driving Public Information and Education		
<b>Project Number:</b>	402-22-13		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$125,000.00		
<b>Funding Source:</b>	402/DD	<b>Funding Amount:</b>	\$125,000.00
<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>Amount Expended:</b>	\$ 117,927.47

This project supported the HSO for the development/creation/production of distracted educational messaging to a target audience, 20-year olds and younger, parents, and the public. The project supported print and electronic messaging, paid and earned media.

- Materials distributed through Teens in the Driver Seat, NSC, NSCN, and other Drive Smart partners.
- Two mini-grants were awarded for distracted driving publicity and education, one to the NSC, who held a distracted driving contest for high schoolers, and the other to Nebraska State Patrol, Community Service Education Program, who attended the State Soccer tournament to do outreach with attendees.
- Social Media posts generated for April/May and summer mobilizations and dispersed through communication channels.
- U Drive. U Text. U Pay. campaign education and information dissemination
  - Radio: Alpha Media, Hometown Radio, The Ticket
  - Digital: Social Media, Lincoln Journal Star

<b>Project Name:</b>	Employer Distracted Driving Education Campaign		
<b>Project Number:</b>	402-22-38		
<b>Sub-Recipient:</b>	National Safety Council, Nebraska		
<b>Total Project Amount:</b>	\$114,500.00		
<b>Funding Source:</b>	402/DD	<b>Funding Source Amount:</b>	\$114,500.00
<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		<b>Amount Expended:</b>	\$109,512.12

A project-grant was awarded to the National Safety Council, Nebraska (NSCN) to carry out strategies and activities to decrease distracted driving/inattention and decrease the incidence of young drivers especially ages 20 and under, involved in fatal crashes.

- NSCN delivered distracted driving programming to 120 member companies of NSCN through safety committee meetings, health fairs, and company educational events. Thirty-one presentations were given reaching approximately 29,640 employers, employees and community members.
- NSCN developed a 45-minute presentation to promote “Our Driving Concern” and safe driving campaign designed for area elementary, middle and high schools. NSCN was able to present to at least 10 high schools in each of the target counties.
- NSCN attended approximately 33 fairs/events to spread awareness on Distracted Driving, Seat Belt Use and “Our Driving Concern”. Total direct reach for these events was over 8,700 people. With the average person sharing this information with four others, this campaign directly reached over 34,800 individuals.

Nearly 40,000 workers and students were directly impacted by the educational programs through presentations, community events and fair presentations. Over 20,000 brochures were distributed throughout the community and in several work-places and schools. Direct mailing was sent to 600-member companies including educational posters and brochures for employees as well as 200 area middle and high schools. Billboards reached over 2,000,000 and physical school billboards reached over 250,000. Social media reached over 200,000 people.

#### **IDENTIFICATION AND SURVEILLANCE PROGRAM AREA**

<b>Project Name:</b>	Youth Public Information and Education		
<b>Project Number:</b>	402-22-19		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$100,000.00		
<b>Funding Source:</b>	402/IS	<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		<b>Amount Expended:</b>	\$68,589.27

This project provides funding for mini-grant contracts specific to youth (ages 20 and under) awareness and education as need is demonstrated. Provides education and awareness materials (posters, flyers, and

informational cards) about occupant restraint use, injury prevention, graduated drivers licenses (GDL), and impaired and/or distracted driving.

Nebraska Department of Health and Human Services (DHHS), Injury Prevention received a mini-grant contract award to reduce injuries and injury related cost through education and awareness implementing “Teens in the Driver Seat” (TDS) safety campaign. Drive Smart Nebraska Coalition, consists of 48 members (public and private partners), committed to using evidence-based strategies to reduce the incidence of motor-vehicle deaths and injuries among our youth (ages 20 and under). The DSN tool kits focused on occupant protection and distracted driving.

<b>Project Name:</b>	Youth Program Coordination		
<b>Project Number:</b>	402-22-21		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$40,000.00		
<b>Funding Source:</b>	402/IS	<b>Funding Amount:</b>	\$40,000.00
<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>Amount Expended:</b>	\$3,054.30

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit youth traffic safety-related program area grants and activities. The coordination and assistance provide an essential element in a successful youth traffic safety awareness program. The HSO staff attended/participated in the following highway safety seminars, conferences, workshops, meetings, and trainings: Project Extra Mile Community Coalition meetings; Drive Smart Coalition meetings; SADD State Coordinator Meetings; Child Passenger Safety Network Training; Teens in the Driver Seat; Project Nite Life and Power of Parents Meetings. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini grants were processed for youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Includes project monitoring and site visits.

<b>Project Name:</b>	Traffic Safety Program Coordination		
<b>Project Number:</b>	402-22-23		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$175,000.00		
<b>Funding Source:</b>	402/IS	<b>Funding Amount:</b>	\$175,000.00
<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>Amount Expended:</b>	\$152,290.61

This project funded the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, equipment inventory, and audit general traffic safety-related program area grants and activities (excluding the areas of alcohol, occupant restraints, youth, and speed). The coordination and assistance provided an essential element to traffic safety awareness programs. The HSO staff attended the following conferences, workshops, meetings, trainings: HSO Nebraska Advocates for Highway Safety Meetings; NDOT Interagency Safety Committee meetings; Nebraska Operation Lifesaver

Board and Committee meetings; NHTSA/GHSA webinars and meetings; and NHTSA Region 7 conference calls. This includes staff time in developing federal grant applications, annual reports, on-site monitoring and other general traffic safety activities. Mini-grants related to traffic safety-related requests by law enforcement agencies, organizations, and schools were processed. Includes project monitoring and on-site visits.

<b>Project Name:</b>	Traffic Safety Public Information and Education		
<b>Project Number:</b>	402-22-24		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$250,000.00		
<b>Funding Source:</b>	402/IS	<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>	85%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$108,751.45

This project was able to support mini grants to organizations to carry out education and information through billboards, social media, and community events in efforts to reduce injuries and raise awareness around pedestrian safety, bicycle safety, distracted driving, impaired driving, and seat belts.

- A mini-grant was awarded to Four Corners Local Health Department (serving Seward, Polk, Butler and York) to support education and awareness focusing on speed-related traffic incidents, impaired driving, drowsy driving and seat belt use.
- Nebraska State Patrol was awarded a mini grant for community service education to staff events and school programs. They completed demonstrations and presented information about traffic safety issues including seatbelt use, impaired driving, distracted driving and speeding.
- UNK Nebraska Safety Center was awarded a mini-grant to carry out the “Stay in the Game” summer seatbelt campaign.



<b>Project Name:</b>	Drowsy Driving Public Information & Education		
<b>Project Number:</b>	402-22-29		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$25,000.00		
<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>	40%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$10,927.90

The objective of this project is to increase education and awareness, in 23 target counties around drowsy driving motor vehicle crashes and related harms. HSO will work with community colleges, local health districts and the public to prevent drowsy driving and associated risks.

The project provided funding for the development/creation/production/implementation of distracted driving messaging to target audience 14-34 year-olds. This includes print and electronic messaging, paid and earned media. Billboards, radio, digital and social media were used to complete this project.



<b>Project Name:</b>	Panhandle Traffic Safety		
<b>Project Number:</b>	402-22-43		
<b>Sub-Recipient:</b>	Panhandle Public Health District (PPHD)		
<b>Total Project Amount:</b>	\$88,200.00		
<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$88,200.00
<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		<b>Amount Expended:</b>	\$77,091.15

- The objective of this project is to increase education and awareness about speed-related traffic incidents, distracted driving, drowsy driving and seat belt use in the Nebraska Panhandle area.
- PPHD created and presented an education session to over 200 people.
- Newsletter was distributed to all worksites with an open rate over 1,000.
- Multiple communication campaigns were aired on radio, billboards, social media and newspapers with nearly 300,000 impressions.

<b>Project Name:</b>	Older Driver Public Information & Education		
<b>Project Number:</b>	402-22-44		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$40,000.00		
<b>Funding Source:</b>	402/IS	<b>Funding Source Amount:</b>	\$40,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	40%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$2,063.34



The objective of this project is to provide funds for the development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including paid media). The focus was on older driver population driving, to raise education, awareness and formulate solutions to older driver problems. HSO will look for opportunities to partner with Nebraska Department of Motor Vehicles, AARP, AAA, National Safety Council, CarFit and other organizations to help teach older driver populations the proper use of all current vehicle safety features and driving safety.

A mini-grant was awarded to Four Corners Health Department to present the education and information at events and health fairs.

- FCHD April 13, 2022, presentation was held Polk NE Senior Center 13 participants
- FCHD April 28, 2022, presentation conducted at York NE Senior Center 34 participants
- FCHD June 22, 2022, presentation conducted at York NE area Lions Club 13 participants.
- FCHD September 21, 2022, presentation conducted at Butler county Senior Center 43 participants.
- FCHD Butler County Fair: estimated 1,324 individuals received older driver materials.
- FCHD Seward County Fair: estimated 3,000 individuals received older driver materials.
- FCHD York County Fair: estimated 3,300 individuals received older driver materials.

### SPEED CONTROL PROGRAM AREA

<b>Project Name:</b>	Speed Program Coordination		
<b>Project Number:</b>	402-22-32		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$15,000.00		
<b>Funding Source:</b>	402/SC	<b>Funding Amount:</b>	\$15,000.00
<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>Amount Expended:</b>	\$13,592.29

This project allocated funding to the HSO for identified staffing costs, including personnel services, travel and office expenses to coordinate, monitor, and audit speed program area grants and activities. The coordination and assistance provide an essential element in a successful speed awareness program. Assistance was provided to law enforcement agencies and organizations with scheduling, maintenance, delivery and return of the HSO's Speed Monitoring Trailer loaner units. The HSO speed trailers were provided to nine (9) agencies, six (67%) within the target counties, and three (33%) in non-target counties. Mini-grant contracts were reviewed for speeding enforcement, speed monitoring trailers, and speed detection equipment. Includes project monitoring and site visits.

<b>Project Name:</b>	Speed Public Information and Education		
<b>Project Number:</b>	402-22-35		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$110,000.00		
<b>Funding Source:</b>	402/SC	<b>Funding Amount:</b>	\$110,000.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	25%
<b>Is this project a part of the TSEP?</b> No		<b>Amount Expended:</b>	\$0.0

This project provided funding to the HSO for the development/creation/production/implementation of speeding educational messaging. The HSO speed trailers were provided to nine (9) agencies, six (67%) within the target counties.

The HSO shared social media during the speed enforcement campaign with all law enforcement agencies as well and the Drive Smart Nebraska Coalition. For FY2023, the HSO is planning a new speed media campaign to launch during the Regional State Patrol speed enforcement campaign and again during the NHTSA HVE. No media was paid during FY2022 only earned and owned social media.



**SPEED ENFORCEMENT PROGRAM AREA**

<b>Project Name:</b>	Speed Selective Overtime Enforcement		
<b>Project Number:</b>	402-22-33		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$276,708.00		
<b>Funding Source:</b>	402/SE	<b>Funding Amount:</b>	\$276,708.00
<b>Match Amount:</b>	\$0.0	<b>Indirect Cost:</b>	N/A
<b>Maintenance of Effort:</b>	N/A	<b>Local Benefit:</b>	89%
<b>Is this project a part of the TSEP?</b> Yes		<b>Amount Expended:</b>	\$144,522.18

This project provided funding to the HSO to award mini grants for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference to the priority counties. Participating agencies were eligible for funding assistance for additional overtime salaries. Law enforcement agencies were required to identify specific locations, time of day, day of week, etc. relating to reducing speed-related fatal, A and B injury crashes.

The HSO provided a total of 13 mini grant awards to 11 Nebraska Law Enforcement Agencies and the Nebraska State Patrol to carry out Speeding Prevention Enforcements. Nine of the mini grants were for the Speeding Prevention Enforcement conducted July – August 2022. Four mini grants were for enforcements in specific locations and areas.

There were 1,619 total overtime hours worked resulting in 1,305 citations. Of these citations, 526 citations were issued for speeding, 39 citations were issued for seatbelt violations, and 25 drivers were arrested for driving while intoxicated.

**SECTION 405f – MOTORCYCLIST SAFETY GRANT**

<b>Project Name:</b>	Motorcycle Public Information and Education		
<b>Project Number:</b>	405f-22-01		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$51,065.00		
<b>Funding Source:</b>	405f/M11MA	<b>Funding Amount:</b>	Source \$51,065.00
<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>Amount Expended:</b>	\$31,435.32

Motorcycles are less stable and less visible than cars and often have high performance capabilities. For these and other reasons, motorcycles are more likely than cars to be involved in crashes. Motorcycle riders lack the protection of an enclosed vehicle, so they are more likely to be injured or killed in a motorcycle crash.

January 2022, the Nebraska Department of Transportation Highway Safety Office (NDOT-HSO) contracted with Red Thread for creation of motorcycle artwork for 2022 spring motorcycle awareness campaign. The Ride for Life motorcycle Awareness campaign started April 1, 2022, through August 2022 with ALLOverMedia contracted to have four wrapped trucks travel Nebraska communities resulting in 998,836 impressions.



<b>Project Name:</b>	Motorcycle Training Assistance		
<b>Project Number:</b>	405f-22-02		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$25,000.00		
<b>Funding Source:</b>	405f/M11MT	<b>Funding Amount:</b>	Source \$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?</b> No		<b>Amount Expended:</b>	\$17,329.28

This project provided the HSO with motorcycle safety funding to support the ongoing motorcycle rider training assistance. A grant was awarded to the Nebraska Department of Motor Vehicles (DMV) to implement measures designed to increase the recruitment and/or retention of motorcyclist safety training instructors.

- Two motorcycle instructor update classes were held during the grant year. October 23, 2021, instructor class was conducted at Southeast Community and March 2022, a virtual training was scheduled due to Covid -19. DMV Quality Assurance Visit's (QAVs) were completed at nine locations and the Motorcycle Safety Foundation website has been updated.
- In the 2022 fiscal year ten (10) DMV Quality Assurance Visit's (QAVs) were completed at the following locations and the Motorcycle Safety Foundation website has been updated.

#### 1906 RACIAL PROFILING COLLECTION GRANT

<b>Project Name:</b>	Improving Data Collection Methods and Reporting		
<b>Project Number:</b>	1906-22-01		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$1,329,362.00		
<b>Funding Source:</b>	1906/F1906CMD	<b>Funding Source Amount:</b>	\$1,329,362.00
<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>Amount Expended:</b>	\$30,724.45

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial profiling data related to Nebraska traffic stops. Local entities are able to apply for mini grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time.

During the project period, four contracts were awarded to local law enforcement agencies through the mini-grant contract process that provided funding for equipment to report citations and vehicle crashes electronically.

<b>Project Name:</b>	Review and Analysis of Collected Data		
<b>Project Number:</b>	1906-22-02		
<b>Sub-Recipient:</b>	Nebraska Department of Transportation Highway Safety Office		
<b>Total Project Amount:</b>	\$30,000.00		
<b>Funding Source:</b>	1906/F1906ER	<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?</b> No		<b>Amount Expended:</b>	\$0.0

This project was to provide funding support for the Nebraska Crime Commission to enhance their ability to analyze the annually collected traffic stop racial profiling data and to improve the annual reporting on the agency website. In addition, local agencies could apply for mini grants to assist them in generating local analysis reports for their own use.

Research Analyst published the Traffic Stop report on 04/01/2022. No expenses were claimed due to employee shortage and turnover and only the basic, required analysis was completed. For FY2023 the Crime Commission will be contracting for additional analysis that will show how the current racial profiling information can better utilized and what additional information may be needed.

OTHER FUNDING

N/A for 2022



Nebraska Department of Transportation - Highway Safety Office  
<http://dot.nebraska.gov/safety/hso/>