

NEBRASKA 2021 HIGHWAY SAFETY PLAN Annual Report



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NEBRASKA
DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY OFFICE

ANNUAL REPORT
FY2021 HIGHWAY SAFETY PLAN

October 1, 2020 – September 30, 2021

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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 FY2021, a total of \$4,818,479.80 was expended from NHTSA federal highway safety funding allocations Sections 402, 405b, 405c, 405d, 405f, and 1906 for a total of 374 grants. Fifty-seven percent of the 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 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 because initial program activity begins in 2019. The 2020 crash data was projected at the time of the FY2021 HSP submission and have been revised in this report with actual 2020 numbers.

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 and the occupant restraint use increased by .9 percentage points from 79.7 percent in 2019 to the 2020 use rate of 80.6%.

The FY2021 HSP included the following target results.

- In 2020 the total of traffic fatalities increased by 3.1 percent from 226 (2013-2017 rolling average) to 233.
- 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.
- 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.
- In 2020 bicyclist fatalities decreased by 50.0 percent from 2 (2013-2017 rolling average) to 1.
- In 2020 statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 4.9 points from 85.5 percent (the 2018 calendar year usage) to 80.6 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 2021

| NEBRASKA PRIORITY COUNTIES FOR FY2021 | | | | | | | | | |
|---|-----------------------------|------------------|-----------------|---------------|-------------------|-------------------|-------------------------|--------------------------|-------------------|
| COUNTY CRASH RATE compared to STATE CRASH RATE | | | | | | | | | |
| PER 100 MILLION MILES | | | | | | | | | |
| Congressional District | County | 2018 FAB Crashes | FAB *Crash Rate | *Alcohol Rate | *Speed Rate | *Youth 16-20 Rate | *All Other Factors Rate | *Low Occ/Prot Percentage | 2018 Population** |
| Three | ADAMS | 58 | 23.42 | 3.23 | 1.21 | 5.65 | 18.98 | 73.7% | 31,364 |
| Three | BUFFALO | 123 | 18.14 | 1.77 | 1.92 | 3.10 | 14.45 | 78.4% | 46,102 |
| One | CASS | 73 | 15.84 | 1.52 | 2.82 | 2.17 | 11.50 | 77.6% | 25,241 |
| One | COLFAX | 26 | 19.31 | 2.97 | 2.97 | 2.97 | 13.37 | 47.8% | 10,515 |
| Three | DAWES | 17 | 17.36 | 4.08 | 6.13 | 4.08 | 7.15 | 60.9% | 9,182 |
| One | DODGE | 100 | 26.62 | 3.19 | 1.33 | 4.79 | 22.09 | 81.7% | 36,691 |
| Two | DOUGLAS | 1491 | 32.58 | 3.78 | 1.14 | 3.78 | 27.67 | 70.1% | 517,110 |
| Three | GAGE | 53 | 22.40 | 3.80 | 1.69 | 2.54 | 16.91 | 73.3% | 22,311 |
| Three | HALL | 185 | 26.75 | 2.75 | 1.59 | 3.18 | 22.41 | 84.0% | 58,607 |
| One | LANCASTER | 991 | 38.98 | 3.58 | 2.32 | 6.18 | 33.08 | 86.9% | 285,407 |
| Three | LINCOLN | 107 | 16.36 | 1.53 | 1.53 | 1.99 | 13.30 | 72.4% | 36,288 |
| One | MADISON | 91 | 28.90 | 1.91 | 2.22 | 5.08 | 24.77 | 75.4% | 34,876 |
| Three | MERRICK | 23 | 15.76 | 2.74 | 2.06 | 2.74 | 10.96 | 69.2% | 7,845 |
| Three | PHELPS | 24 | 21.17 | 1.76 | 2.65 | 7.06 | 16.76 | 64.8% | 9,188 |
| One | PLATTE | 81 | 23.20 | 2.01 | 0.86 | 3.44 | 20.34 | 88.0% | 32,237 |
| Three | SALINE | 35 | 29.34 | 5.03 | 1.68 | 5.87 | 22.64 | 78.6% | 14,200 |
| One/Two | SARPY | 385 | 27.51 | 2.93 | 1.57 | 5.86 | 23.01 | 88.7% | 158,840 |
| One | SAUNDERS | 48 | 18.01 | 0.38 | 1.88 | 1.88 | 15.76 | 73.1% | 20,780 |
| Three | SCOTTS BLUFF | 99 | 32.59 | 2.63 | 2.63 | 6.25 | 27.32 | 80.1% | 36,970 |
| One | SEWARD | 59 | 14.02 | 1.19 | 1.43 | 2.38 | 11.41 | 85.6% | 16,750 |
| Three | SHERIDAN | 18 | 21.38 | 4.75 | 3.56 | 2.38 | 13.06 | 51.2% | 5,469 |
| Three | WAYNE | 23 | 25.25 | 4.39 | 2.20 | 5.49 | 18.66 | 40.7% | 9,595 |
| Three | YORK | 51 | 13.44 | 1.05 | 2.64 | 2.11 | 9.75 | 76.1% | 13,665 |
| | 23 County Population | | | | | | | | 1,439,233 |
| | Statewide | 4,928 | 23.50 | 2.50 | 1.50 | 3.50 | 19.40 | 76.7% | 1,826,341 |
| Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage | | | | | | | | | |
| Data taken from 2018 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County | | | | | | | | | 79% |
| Fatal, A and B type injury crashes per 100 million miles per county using 2018 Annual Vehicles Miles - NDOT. | | | | | | | | | of Population |
| **U.S. Census Bureau Population 2010. | | | | | Revised 3/12/2020 | | | | |
| **Population information is used to document the percentage of state's population represented. | | | | | | | | | |
| Nebraska 2018 data is the most current data for the FY2021 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE | | | | | | | | | |

FISCAL YEAR 2021 HIGHLIGHTS

- A total of 112 project/mini-grant contracts were awarded to law enforcement agencies for selective overtime enforcement activities, logging 42,492 additional hours, 647 seat belt citations, 799 impaired driving arrests, 6,707 speeding citations and 38,212 total contacts.
- Mini-grant contracts were awarded to 181 law enforcement agencies to purchase traffic safety equipment, 43 radars, 42 in-car cameras, 113 preliminary breath testers and 3 evidentiary breath testing units in support of enforcement.
- The 43 radar units awarded resulted in a total of 1,112 speeding citations and 2,374 speeding warnings being issued.
- The 113 preliminary breath testing units resulted in 929 preliminary breath tests.
- The 42 in-car cameras awarded were used to record 2,328 traffic stops.

- The 3 evidentiary breath testing units awarded resulted in 75 evidentiary breath tests being conducted. Six refurbished DataMaster cdm's were provided to various law enforcement agencies.
- There were 6 mini-grant contracts awarded to law enforcement for alcohol compliance checks and activities were carried out in 5 counties, 100% of the activity occurred in priority counties. There were 154.5 selective overtime hours, 680 businesses checked and total citations issued were 42.
- Four inspection stations were provided funding to purchase 148 child safety seats for qualifying low-income families, serving 25 counties.
- In 2021, 102 Child Passenger Safety Technicians (CPST) recertified, which is a 30.6% recertification rate for Nebraska. Nebraska has 16 inspection stations across the state, covering 57 of the 93 counties. There were nine CPS classes, across the state bringing in 102 new CPST's, utilizing 19 Child Passenger Safety Technician Instructors. Additional trainings and updates were cancelled due to Covid-19. There is now a total of 333 CPS trained techs in Nebraska.
- Two sobriety checkpoints were held by law enforcement agencies during selective overtime enforcement activities. Additional checkpoints were cancelled due to Covid-19.
- There were 15 mini grants awarded for training, surveys, and public information and education activities.
- A total of 68,150 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 2021, sixteen new Drug Recognition Experts completed all phases of DRE training and became certified.
- The Nebraska Law Enforcement Training Center provided 13 law enforcement courses, radar, in-car camera, crash investigation, etc. to 991 law enforcement personnel, 353 law enforcement and non-law enforcement personnel received training in preliminary breath testing and 176 law enforcement and non-law enforcement personnel received training in evidentiary breath testing.
- Nebraska completed the NHTSA required Management Review in June 2021. There was one finding for Program Income from CPST training local fees that has already been corrected.

RESULTS – TRAFFIC SAFETY PERFORMANCE (CORE OUTCOME) MEASURES

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

| Core Outcome Measures | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| C-1) Traffic Fatalities | Total | 246 | 218 | 228 | 230 | 248 | 233 |
| | Rural | 173 | 166 | 159 | 171 | 174 | 155 |
| | Urban | 73 | 52 | 69 | 59 | 74 | 78 |
| | Unknown | 0 | 0 | 0 | 0 | 0 | 0 |
| C-2) Serious Injuries (State Data) | Total | 1,520 | 1,588 | 1,478 | 1,394 | 1,400 | 1,285 |
| C-3) Fatalities Per 100 Million Vehicle Miles Driven | Total | 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 |
| C-4) Passenger Vehicle Occupant Fatalities (All Seat Positions) | Total | 186 | 168 | 168 | 165 | 191 | 170 |
| | Restrained | 47 | 61 | 49 | 57 | 68 | 38 |
| | Unrestrained | 118 | 86 | 101 | 88 | 90 | 108 |
| | Unknown | 21 | 21 | 18 | 20 | 33 | 24 |
| C-5) Alcohol-Impaired Driving Fatalities (BAC=.08+)*** | | 64 | 61 | 67 | 68 | 58 | 72 |
| C-6) Speed-Related Fatalities | | 37 | 36 | 37 | 29 | 49 | 35 |
| C-7) Motorcyclist Fatalities | Total | 25 | 20 | 27 | 23 | 25 | 34 |
| | Helmeted | 18 | 9 | 20 | 9 | 23 | 27 |
| C-8) Unhelmeted Motorcyclist Fatalities | Unhelmeted | 4 | 3 | 0 | 2 | 0 | 7 |
| | Unknown | 3 | 8 | 7 | 12 | 2 | 0 |
| Drivers Involved in Fatal Crashes | Total | 328 | 302 | 316 | 353 | 352 | 331 |
| | Aged Under 15 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Aged 15-20 | 39 | 26 | 35 | 40 | 32 | 38 |
| C-9) Drivers Age 20 or Younger-Involved in Fatal Crashes | Aged Under 21 | 39 | 26 | 35 | 40 | 32 | 38 |
| | Aged 21 and Over | 287 | 275 | 277 | 308 | 320 | 293 |
| | Unknown Age | 2 | 1 | 4 | 5 | 0 | 0 |
| C-10) Pedestrian Fatalities | | 19 | 12 | 20 | 24 | 20 | 19 |
| C-11) Bicyclist and Other Cyclist Fatalities | | 4 | 1 | 3 | 0 | 1 | 1 |
| Core Outcome Measure | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Vehicles | | | | | | | |
| Front Seat Outboard Occupants (Health Education Inc.)*** | | 80% | 83% | 86% | 85.5% | 79.7% | 80.6% |
| Activity Measure | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| A-1) Safety Belt Citations Grant Funded | | 1,914 | 1,837 | 2,035 | 1,102 | 1,084 | 616 |
| A-2) Impaired Driving Arrests Grant Funded | | 775 | 1,183 | 1,278 | 1,150 | 1,141 | 778 |
| A-3) Speeding Citations Grant Funded | | 15,513 | 22,788 | 16,634 | 9,346 | 9,266 | 6,148 |
| <p>* These Performance Measures Were Developed By The National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) (See Publication: DOT HS 811 025) 2020 Information is State Data submitted to FARS ***Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash ****Nebraska Data State Survey</p> | | | | | | | |

| Assessment of Results in Achieving Performance Targets for FY21 and FY20 | | | | | | | | | |
|---|---------------|----------------|-----------------------|-------------------------------------|---|-----------------------|----------------|-------------------------------------|---------------------|
| Performance Measure | FY 2021 | | | | | FY 2020 | | | |
| | Target Period | Target Year(s) | Target Value FY21 HSP | Data Source*/FY 21 Progress Results | On Track to Meet FY21 Target Y/N ** (in-progress) | Target Value FY20 HSP | Target Year(s) | Data Source*/FY 20 Progress Results | Met FY20 Target Y/N |
| C-1) Total Traffic Fatalities | 5 year | 2014-2018 | 241 | State Data/ In Progress | Y | 239 | 2013-2017 | Submitted to FARS/ 233 | Y |
| C-2) Serious Injuries in Traffic Crashes | 5 year | 2014-2018 | 1,408 | State Data/ In Progress | Y | 1,442 | 2013-2017 | Submitted to FARS/ 1,285 | Y |
| C-3) Fatalities/VMT | 5 year | 2014-2018 | 1.13 | State Data/ In Progress | Y | 1.14 | 2013-2017 | Submitted to FARS/ 1.20 | 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 | 2014-2018 | 101 | State Data/ In Progress | N | 102 | 2013-2017 | Submitted to FARS/ 108 | N |
| C-5) Alcohol-Impaired Driving Fatalities | 5 year | 2014-2018 | 69 | State Data/ In Progress | Y | 64 | 2013-2017 | Submitted to FARS/ 72 | N |
| C-6) Speeding-Related Fatalities | 5 year | 2014-2018 | 37 | State Data/ In Progress | Y | 42 | 2013-2017 | Submitted to FARS/ 35 | Y |
| C-7) Motorcyclist Fatalities (FARS) | 5 year | 2014-2018 | 25 | State Data/ In Progress | N | 24 | 2013-2017 | Submitted to FARS/ 34 | N |
| C-8) Unhelmeted Motorcyclist Fatalities | 5 year | 2014-2018 | 3 | State Data/ In Progress | N | 2 | 2013-2017 | Submitted to FARS/ 7 | N |
| C-9) Drivers Age 20 or Younger Involved in Fatal Crashes | 5 year | 2014-2018 | 35 | State Data/ In Progress | Y | 35 | 2013-2017 | Submitted to FARS/ 38 | N |
| C-10) Pedestrian Fatalities | 5 year | 2014-2018 | 21 | State Data/ In Progress | Y | 19 | 2013-2017 | Submitted to FARS/ 19 | Y |
| C-11) Bicyclist Fatalities | 5 year | 2014-2018 | 3 | State Data/ In Progress | Y | 1 | 2013-2017 | Submitted to FARS/ 1 | Y |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | 5 year | 2014-2018 | 83.80% | State survey/ 81.2% | N | 0.904 | 2013-2017 | State survey/ 80.6% | N |

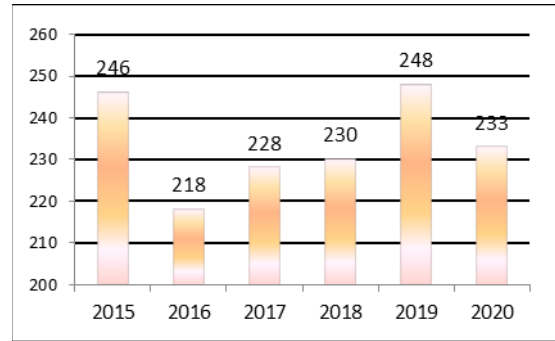
Note: The result of the targets reflects actual 2020 crash data. Nebraska traffic crash data for 2021 is unavailable at this time.

C-1) TRAFFIC FATALITIES (FARS/HSIP)

Target: To decrease the increasing trend for traffic fatalities by 1 percent from 229 (rolling average in 2014-2018) to 241 by December 31, 2021.

Result: In 2020 the total of traffic fatalities increased by 3.1 percent from 226 (2013-2017 rolling average) to 233.

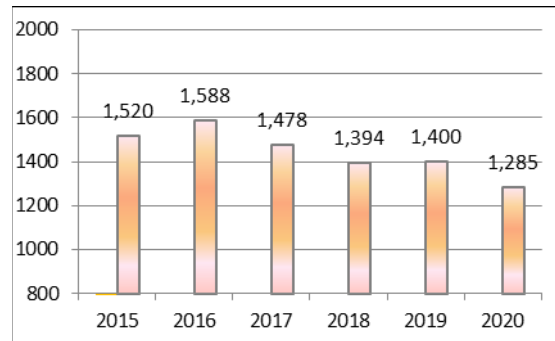
++2021 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.



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

Target: To decrease serious traffic injuries by 7.4 percent from 1,520 (rolling average in 2014-2018) to 1,408 by December 31, 2021.

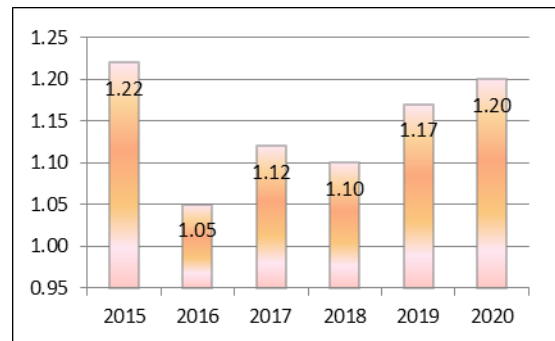
Result: In 2020 the total of serious traffic injuries decreased by 17.0 percent from 1,548 (2013-2017 rolling average) to 1,285.



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 1.12 percent (rolling average in 2014-2018) to 1.13 by December 31, 2021.

Result: In 2020 the trend for fatalities/100 VMT increased by 7.1 percent from 1.12 (2013-2017 rolling average) to 1.20.

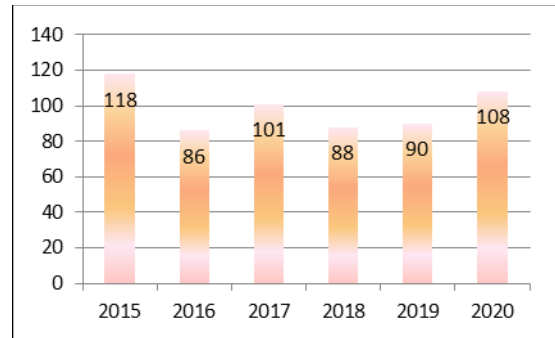


Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users.

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

Target: To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 1 percent from 97 (rolling average in 2014-2018) to 101, by December 31, 2021.

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.

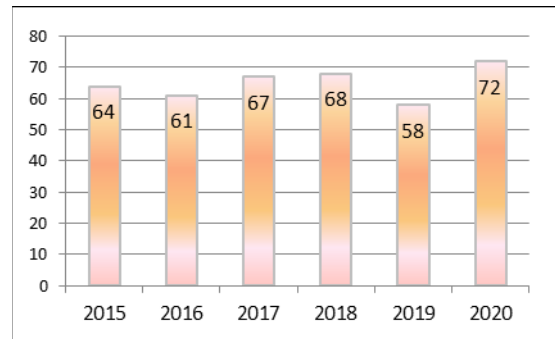


Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO has also launched a new educational media campaign to increase seat belt usage.

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

Target: To decrease the increasing trend for alcohol-impaired driving fatalities by 1 percent from 64 (rolling average in 2014-2018) to 69 by December 31, 2021.

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



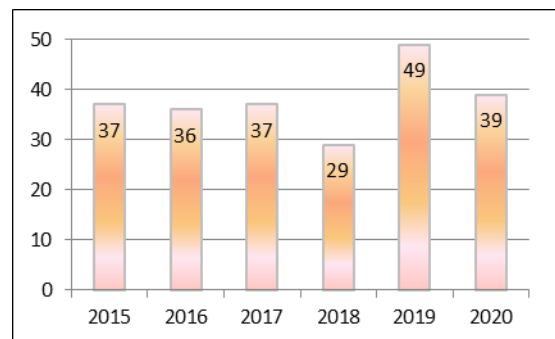
Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.

Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new 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 continues to work with DHHS and other agencies to improve Title 177 to ensure all offenders are prosecuted fairly.

C-6) SPEED-RELATED FATALITIES (FARS)

Target: Reduce speeding-related fatalities by 2.6 percent from 38 (rolling average in 2014-2018) to 37, by December 31, 2021.

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

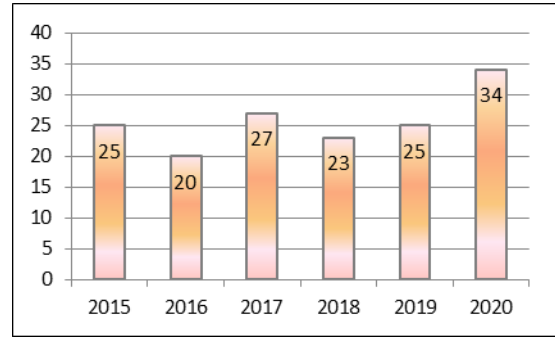


C-7) MOTORCYCLIST FATALITIES (FARS)

Target: To decrease the increasing trend for motorcyclist fatalities by 1 percent from 23 (rolling average in 2014-2018) to 25, by December 31, 2021.

Result: In 2020 motorcyclist fatalities increased by 61.9 percent from 21 (2013-2017 rolling average) to 34.

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

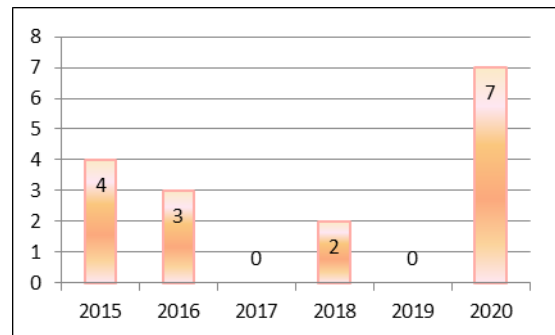


Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO launched a new motorcycle media campaign in 2021 that has increased training registrations and fatalities were down 22 for the year.

C-8) UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Target: To decrease the increasing trend for unhelmeted motorcyclist fatalities by 1 percent from 2 (rolling average in 2014-2018) to 3, by December 31, 2021.

Result: In 2020 unhelmeted motorcyclist fatalities increased by 250.0 percent from 2 (2013-2017 rolling average) to 7.

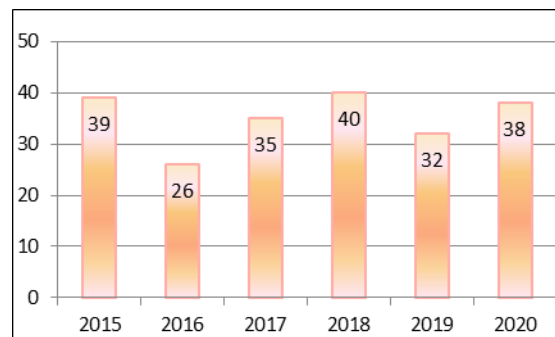


Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO launched a new motorcycle media campaign in 2021 that has increased training registrations and fatalities were down 22 for the year. The use of helmet information has been updated for advocates and legislators.

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 .6 percent from 35 (2014-2018 rolling average) to 35, by December 31, 2021.

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.

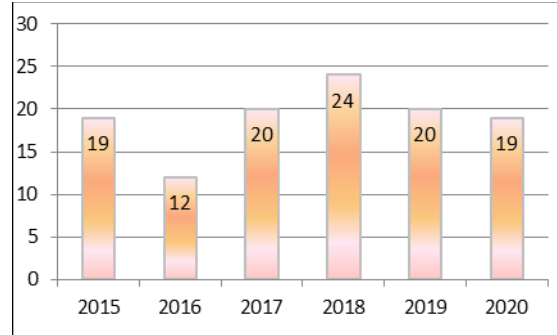


Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO will also fund a project to engage with high school student at statewide events in 2022 to educate about safe driving.

C-10) PEDESTRIAN FATALITIES (FARS)

Target: To decrease the increasing trend of pedestrian fatalities by 1.0 percent from 17 (2014-2018 rolling average) to 21, by December 31, 2021.

Result: In 2020 pedestrian fatalities increased by 35.7 percent from 14 (2013-2017 rolling average) to 19.

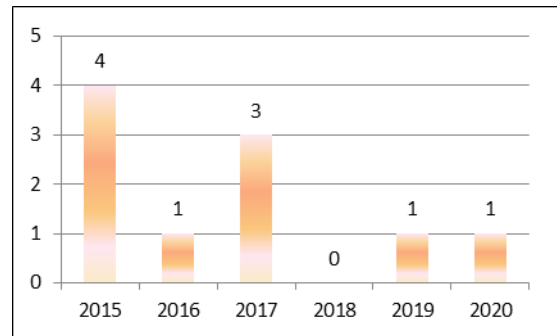


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.

C-11) BICYCLIST FATALITIES (FARS)

Target: To decrease the increasing trend of bicyclist fatalities by 1 percent from 2 (2014-2018 rolling average) to 3, by December 31, 2021.

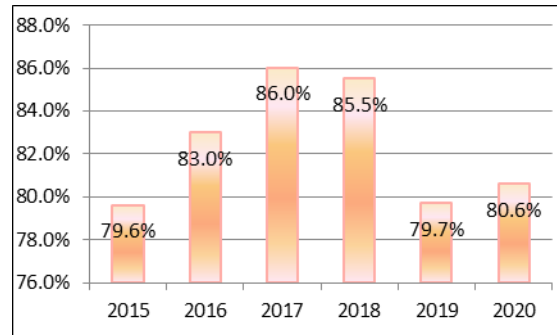
Result: In 2020 bicyclist fatalities decreased by 50.0 percent from 2 (2013-2017 rolling average) to 1.



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 4.1 percentage points from the 2019 calendar year usage rate 79.7 percent to 83.8 percent by December 31, 2021.

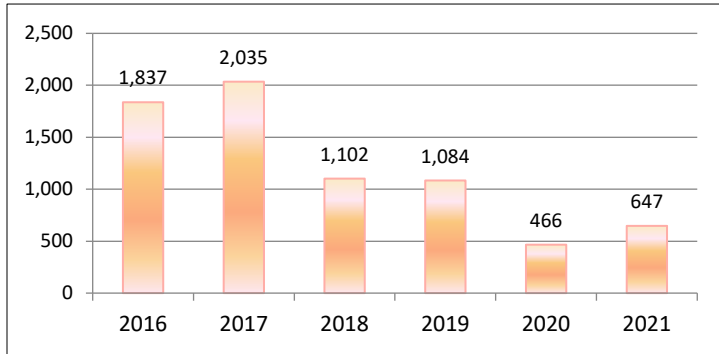
Result: In 2020 statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 4.9 points from 85.5 percent (the 2018 calendar year usage) to 80.6 percent.



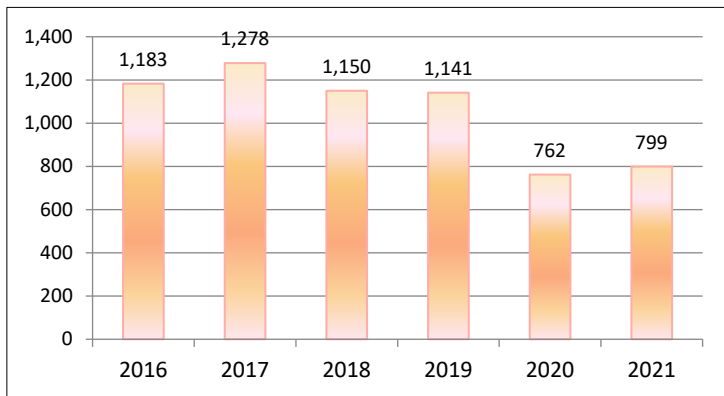
Adjustment: In FY2022, the HSO will increase participation in the High Visibility Enforcements by tasking the new Law Enforcement Liaison to recruit additional agencies and educate their officers to issue all necessary citations for the safety of all road users. The HSO has launched a new seat belt campaign educating Nebraskan's about the safety benefits of seat belt use and staffing additional in-person events with the seat belt convincer.

RESULTS - ACTIVITY PERFORMANCE MEASURES

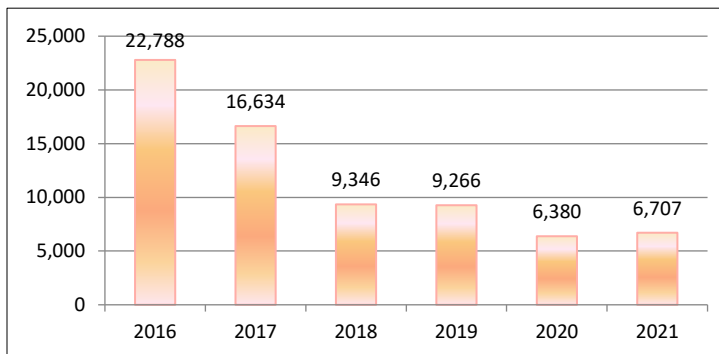
**A-1) SEAT BELT CITATIONS ISSUED DURING GRANT-FUNDED ENFORCEMENT ACTIVITIES
(STATE GRANT FUNDED DATA by FISCAL YEAR)**



**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)

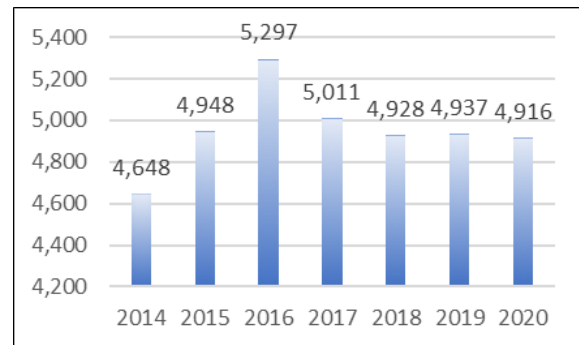
| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Fatal, A and B Injury Crashes | 4,713 | 4,648 | 4,948 | 5,297 | 5,011 | 4,928 | 4,937 | 4,383 |
| Alcohol-Impaired Fatal, A and B Crashes | 550 | 576 | 567 | 579 | 553 | 529 | 552 | 469 |
| Occupant Restraint Use | 79.1% | 79.0% | 79.6% | 83.3% | 85.9% | 85.5% | 79.7% | 80.6% |
| Speed-Related Fatal, A and B Crashes | 334 | 339 | 250 | 282 | 231 | 317 | 255 | 269 |
| Youth-Involved Fatal, A and B Crashes | 1,300 | 1,246 | 1,343 | 1,464 | 1,349 | 1,296 | 1,323 | 1,198 |
| All Other Factors, Fatal, A and B Injury Crashes | 3,829 | 3,733 | 4,131 | 4,418 | 4,227 | 4,082 | 4,133 | 4,203 |
| Distracted Driver, Fatal, A and B Injury Crashes | 751 | 798 | 897 | 982 | 894 | 874 | 725 | 947 |
| Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes | 66 | 58 | 62 | 49 | 39 | 44 | 49 | 66 |

Note: The result of the targets reflects actual 2020 crash data. Nebraska traffic crash data for 2021 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 4,966 (2014-2018 rolling average) to 4,995, by December 31, 2021.

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

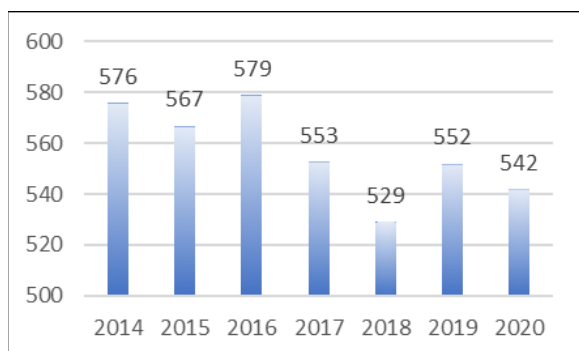


Predictions based on a trend analysis predictive model indicating these performance areas would increase in 2019-2021.

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

Target: Reduce alcohol-impaired fatal, A and B crashes by 5.0 percent from 561 (2014-2018 rolling average) to 533, by December 31, 2021.

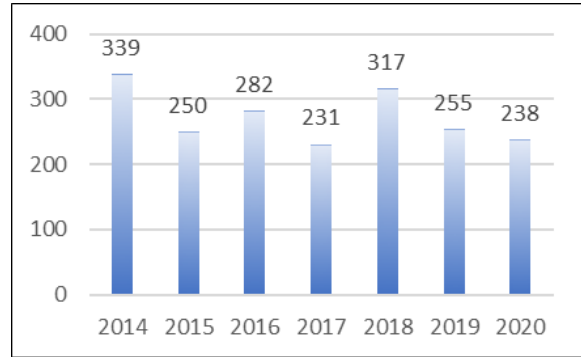
Result: In 2020 alcohol-impaired fatal, A and B crashes decreased by 17.0 percent from 565 (2013-2017 rolling average) to 469.



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

Target: Reduce speed-related fatal, A and B crashes by 22.5 percent from 284 (2014-2018 rolling average) to 220, by December 31, 2021.

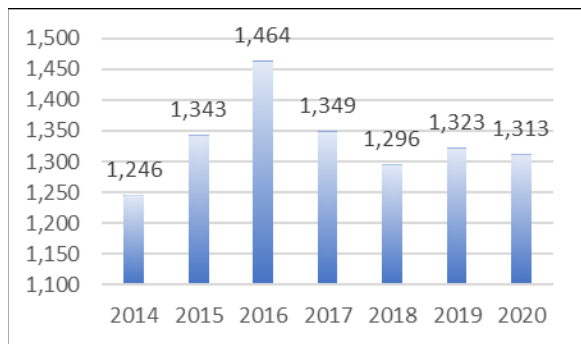
Result: In 2020 speed-related fatal, A and B crashes decreased by 6.3 percent from 287 (2013-2017 rolling average) to 269.



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

Target: Reduce youth-involved fatal, A and B crashes by 2.7 percent from 1,340 (2014-2018 rolling average) to 1,304, by December 31, 2021.

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.

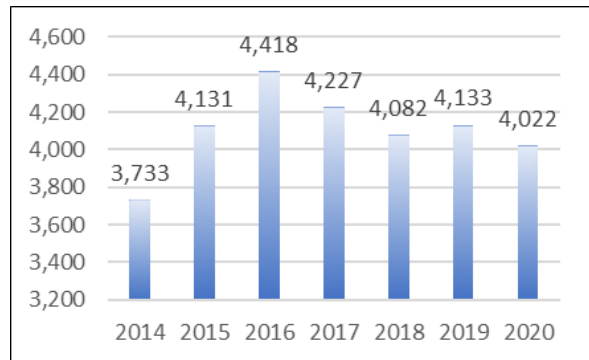


**ALL OTHER FACTORS* - FATAL, A AND B INJURY
CRASHES (STATE CRASH DATA)**

*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 4,118 (2014-2018 rolling average) to 4,243, by December 31, 2021.

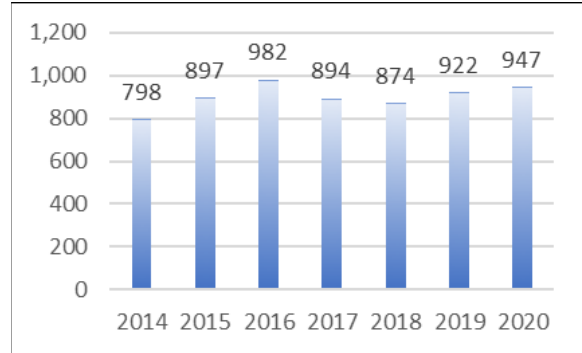
Result: In 2020 fatal, A and B crashes caused by all other factors decreased by 10.4 percent from 4,068 (2013-2017 rolling average) to 3,645.



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 889 (5 year rolling average in 2014-2018) to 990, by December 31, 2021.

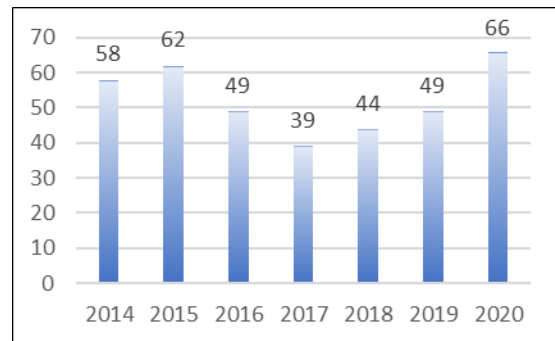


Result: In 2020 distracted driver fatal, A and B crashes decreased by 16.1 percent from 864 (2013-2017 rolling average) to 725.

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

*Includes Not Used and Unknown

Target: To decrease the increasing trend of nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 1 percent from 50 (rolling average in 2014-2018) to 52, by December 31, 2021.



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.

HIGHWAY SAFETY COMMUNICATION/MEDIA PLAN

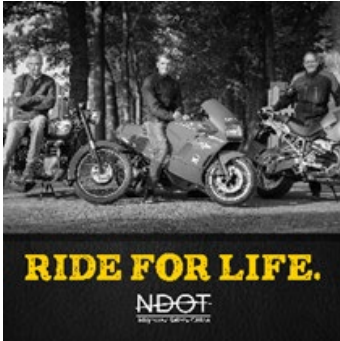
PAID MEDIA

In FY2021, 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 podcast downloads.



- The HSO used these various paid media campaigns for:
 - **Occupant Restraints:** *Click It or Ticket Day and Night (CIOT), Stay in The Game, Buckle Up, CPS The Right Seat, Buckle Up. Every Trip, Every Time;*
 - **Impaired Driving:** *Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over and What's Your Plan.*



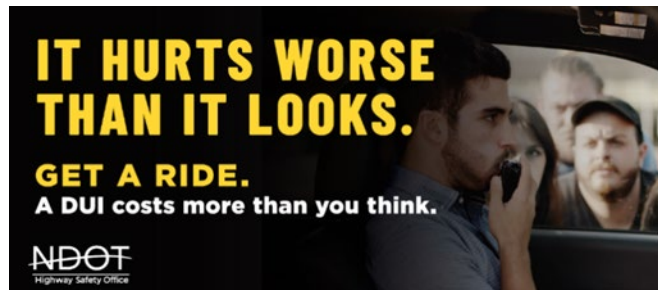
- **Distracted Driving:** *U Drive. U Text. U Pay., Put Bad Passengers on Do Not Disturb, Drive & Walk with Care (pedestrian focus); You Snooze You Lose (drowsy driving focus);*
- **Motorcycle Safety:** *Ride for Life.*
- **Rail Safety Education:** *See Tracks? Think Train.*



- 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 FY2021, 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 target 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 FY2021, 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 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

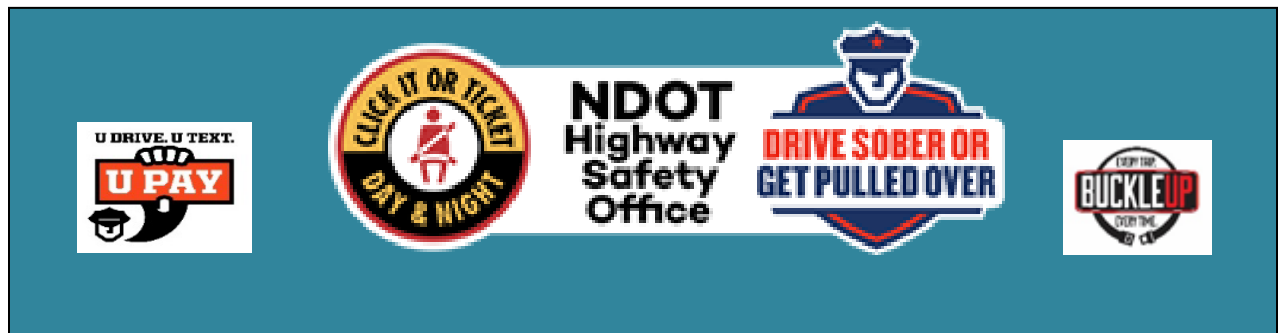
| Media Format | Types | Impressions/Reach |
|----------------------------------|---------------------------------------|-------------------|
| Publications | Programs, Magazines | 2,337,579* |
| Social Media | Twitter, Facebook, Instagram | 7,994,494 |
| Outdoors | Billboards | 5,764,564* |
| Outdoor | Wrapped Trucks/Gas Pumps | 4,252,800 |
| Radio | Placement :30 & :15 spots | 1,793,792 |
| Signage | Messaging | 875,343* |
| Web Banner/Digital | Mobile, Web | 7,346,494 |
| Live reads/Podcast | Mentions/Downloads | 21,325,000** |
| Materials Printed | Infographics, law cards, etc. | 10,515 |
| HVE Press Releases | Pre and Post Media (print and social) | 5,025,000 |
| Total Impression Estimate | | 56,725,581 |

**Numbers fluctuated Due to Covid19*

***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 CY2021 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, the *You Drink & Drive, You Lose* and *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 2020 CIOT | Dec/Jan 2020/2021 DSGPO | May 2021 CIOT | Aug/Sept 2021 DSGPO | October 2020 UDUTUP | April 2021 UDUTUP |
|------------------------------------|-------------------------|-------------------------------|---------------------|---------------------------|---------------------------|-------------------------|
| Beatrice Police Department | x | | | | | |
| Bellevue Police Department | x | x | x | x | | x |
| Blair Police Department | | x | x | x | | |
| Broken Bow Police Department | | x | x | x | | |
| Central City Police Department | x | x | x | x | | |
| Chadron Police Department | | | | | | x |
| Columbus Police Department | x | x | x | x | | |
| Crete Police Department | x | x | x | x | | x |
| Falls City Police Department | x | x | x | | | |
| Fremont Police Department | x | | | x | | |
| Gering Police Department | | | | x | | |
| Grand Island Police Department | x | | x | | | |
| Hastings Police Department | x | | x | | | |
| Henderson Police Department | | | | | | x |
| Holdrege Police Department | x | x | x | x | | |
| Imperial Police Department | | | x | | | |
| Kearney Police Department | x | x | x | x | | x |
| Lexington Police Department | | x | x | | | |
| Lincoln Police Department | x | x | | x | | |
| McCook Police Department | x | x | x | x | | |
| Minden Police Department | x | x | | x | | |
| Mitchell Police Department | x | | | | | |
| Ogallala Police Department | | | x | | | |
| Omaha Police Department | x | x | | x | | |
| O'Neill Police Department | | | x | | | |
| Papillion Police Department | x | x | x | x | | x |
| Plattsmouth Police Department | x | x | x | x | | x |
| Ralston Police Department | x | x | x | x | | x |
| Schuyler Police Department | x | | | x | | |
| Scottsbluff Police Department | x | x | x | x | x | x |
| South Sioux City Police Department | x | | x | x | | |
| Valentine Police Department | | | x | | | |
| Wahoo Police Department | x | | x | | | |
| Wymore Police Department | x | | | | | |

| | | | | | | |
|--------------------------------------|-----------|-----------|-----------|-----------|----------|-----------|
| Adams County Sheriff's Office | | | x | | | x |
| Boyd County Sheriff's Office | x | x | x | | | |
| Brown County Sheriff's Office | | | x | x | | |
| Butler County Sheriff's Office | | | | x | | |
| Buffalo County Sheriff's Office | x | | x | | | x |
| Cedar County Sheriff's Office | | | x | | | |
| Colfax County Sheriff's Office | | x | | | | x |
| Custer County Sheriff's Office | | | x | | | |
| Dakota County Sheriff's Office | x | x | x | x | | |
| Dawson County Sheriff's Office | x | x | | x | | |
| Dixon County Sheriff's Office | | | | x | | |
| Dodge County Sheriff's Office | x | x | x | x | x | x |
| Douglas County Sheriff's Office | | x | x | x | | x |
| Fillmore County Sheriff's Office | | x | x | x | | |
| Furnas County Sheriff's Office | | x | | x | | |
| Gage County Sheriff's Office | x | | x | x | x | |
| Gosper County Sheriff's Office | | | | | | |
| Hall County Sheriff's Office | x | x | x | x | | x |
| Hamilton County Sheriff's Office | | | | x | | |
| Keith County Sheriff's Office | | | x | | | |
| Lancaster County Sheriff's Office | | | x | x | | |
| Lincoln County Sheriff's Office | x | x | x | x | | |
| Madison County Sheriff's Office | | | x | | | |
| Morrill County Sheriff's Office | | x | | | | |
| Nemaha County Sheriff's Office | x | x | x | x | | |
| Otoe County Sheriff's Office | | x | x | x | | |
| Perkins County Sheriff's Office | | x | | | | |
| Phelps County Sheriff's Office | x | x | x | x | | x |
| Platte County Sheriff's Office | x | x | x | x | | |
| Richardson County Sheriff's Office | x | x | x | x | | |
| Saline County Sheriff's Office | x | x | x | x | | x |
| Sarpy County Sheriff's Office | x | x | x | | | x |
| Saunders County Sheriff's Office | x | x | | x | | |
| Scotts Bluff County Sheriff's Office | | x | | x | | x |
| Sheridan County Sheriff's Office | | | | | | x |
| Thurston County Sheriff's Office | x | x | x | x | | |
| Valley County Sheriff's Office | x | x | | | | |
| Washington County Sheriff's Office | | | x | x | | |
| Webster County Sheriff's Office | x | x | x | x | | |
| Nebraska State Patrol | x | x | x | x | x | x |
| Total Agencies Participating | 43 | 43 | 50 | 46 | 4 | 21 |

LAW ENFORCEMENT OVERTIME ENFORCEMENT RESULTS

November 2020 “Click It or Ticket” Mobilization – The November 9-29, 2020 mobilization resulted in a total of 10,148 hours of selective overtime enforcement, 202 seat belt citations, 1,965 speeding citations, 184 impaired driving arrests, 5,671 total citations and 9,218 total contacts. Eleven checkpoints were conducted during the enforcement.

December 2020/January 2021 “Drive Sober or Get Pulled Over.” Crackdown – The December 2020 – January 2021 crackdown resulted in a total of 11,712 hours of selective overtime enforcement, 43 seat belt citations, 1,308 speeding citations, 272 impaired driving arrests, 4,500 total citations, and 8,139 total contacts.

May 2021 “Click It or Ticket” Mobilization – The May 24 – June 6, 2021 mobilization resulted in a total of 5,648 hours of selective seat belt overtime enforcement, 145 seat belt citations, 82 impaired driving arrests, 822 speeding citations, 1,800 total citations and 5,022 total contacts. One checkpoint was conducted during this mobilization.

August/September 2021 “Drive Sober Or Get Pulled Over.” Crackdown – The August 20 – September 6, 2021 crackdown resulted in a total of 11,639 hours of selective alcohol overtime enforcement, 105 seat belt citations, 219 impaired driving arrests, 1,593 speeding citations, 5,221 total citations and 12,248 total contacts. Two checkpoints were conducted during the crackdown.

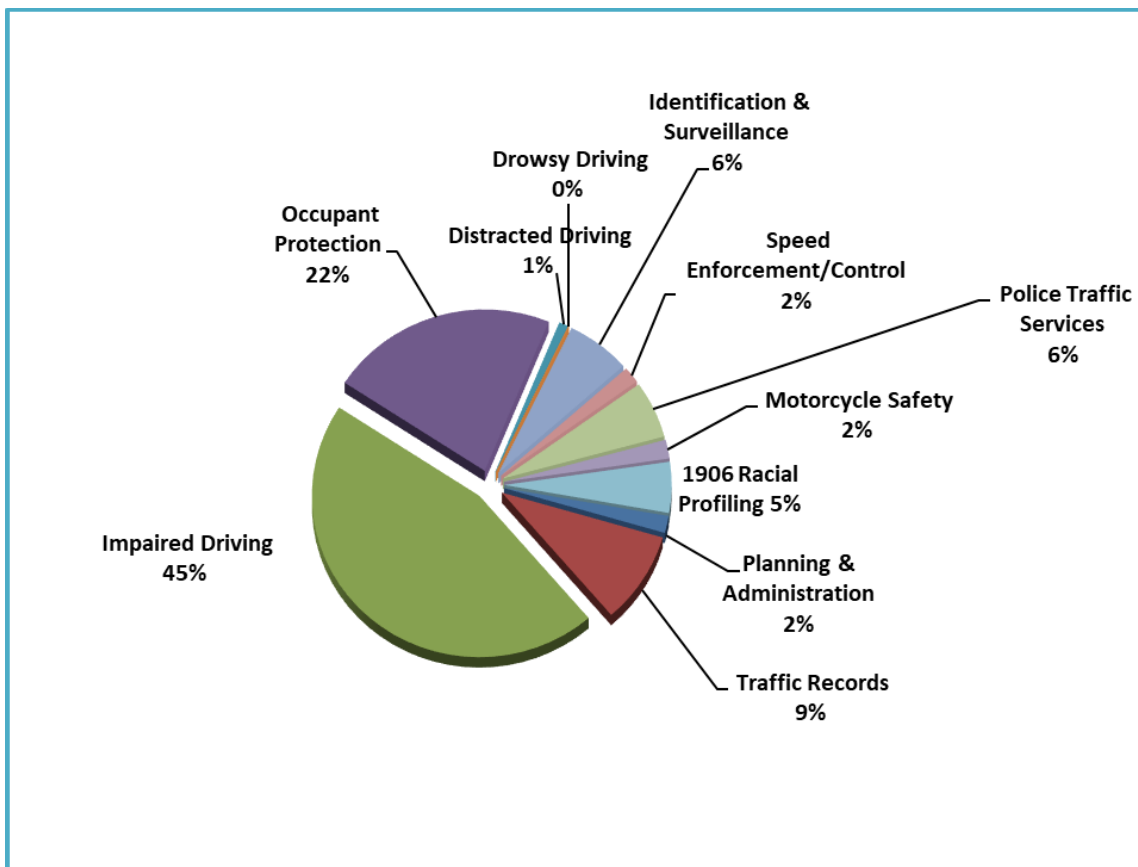
| | CIOT Nov 2020 | DSGPO Dec/Jan 2020/2021 | CIOT May 2021 | DSGPO Sept 2021 | Others | Combined Totals FY2021 |
|-----------------|---------------------|-------------------------------|---------------------|--------------------|--------|------------------------------|
| Agencies | 43 | 44 | 44 | 47 | 38 | 216 |
| Mini Grants | 43 | 45 | 44 | 48 | 38 | 218 |
| Checkpoints | 11 | 0 | 1 | 2 | 4 | 18 |
| Hours | 10,148 | 11,712 | 5,648 | 11,639 | 3,345 | 42,492 |
| Speeding | 1,965 | 1,308 | 822 | 1,593 | 1,019 | 6,707 |
| Seat Belt | 202 | 43 | 145 | 105 | 152 | 647 |
| DWI | 184 | 272 | 82 | 219 | 42 | 799 |
| Total Citations | 5,671 | 4,500 | 1,800 | 5,221 | 2,572 | 19,764 |
| Total Contacts | 9,218 | 8,139 | 5,022 | 12,248 | 3,585 | 38,212 |



FINANCIAL SUMMARY

SUMMARY OF FISCAL YEAR 2021 COUNTERMEASURE PROGRAMS

| | |
|--|-----------------------|
| SECTION 402 / HIGHWAY SAFETY PROGRAMS | \$2,654,188.58 |
| SECTION 405b / OCCUPANT PROTECTION PROGRAMS | \$427,173.46 |
| SECTION 405c / STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT | \$384,196.47 |
| SECTION 405d / ALCOHOL IMPAIRED DRIVING COUNTERMEASURES PROGRAMS | \$1,016,744.82 |
| SECTION 405f / MOTORCYCLIST SAFETY PROGRAM | \$91,000.72 |
| 1906 RACIAL PROFILING DATA COLLECTION GRANT | \$245,175.75 |
| TOTAL EXPENDED FEDERAL HIGHWAY SAFETY FUNDS | \$4,818,479.80 |



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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

| | | | |
|---|---|-------------------------------|---------------------|
| Project Name: | Planning and Administration | | |
| Project Number: | 402-21-01 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$160,000.00 | | |
| Funding Source: | 402/PA | Funding Source Amount: | \$160,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | 0% |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | Federal \$82,037.26 |

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

HSO assistance and support was provided to develop the Nebraska annual HSP (*Performance-Based Strategic Traffic Safety Plan*). The Fiscal Year 2022 (FY2022) HSP was completed and submitted to National Highway Traffic Safety Association (NHTSA) Region 7 Office on June 30, 2021.

The annual observation Nebraska safety belt use survey was completed in August 2021.

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

| | | | |
|---|---|-------------------------------|--------------|
| Project Name: | Nebraska Collegiate Consortium to Reduce High Risk Drinking | | |
| Project Number: | 402-21-06 | | |
| Sub-Recipient: | University of Nebraska at Lincoln – Nebraska Collegiate Consortium to Reduce High Risk Drinking | | |
| Total Project Amount: | \$172,904.00 | | |
| Funding Source: | 402/AL | Funding Source Amount: | \$172,904.00 |
| Match Amount: | \$0.0 | Indirect Cost: | 0% |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$166,533.22 |

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 (moved to UNL-Lincoln to comply with university requirements) 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 Consortium (NCC) currently includes 27 member institutions of higher education. All of the institutions utilize, in some fashion, the website, mini-grant reporting, links to Power of Parenting, and links to national resources on prevention strategies with college age populations.

NCC used HSO grant funds to cover registration cost for 12 NCC Colleges/Universities to participate in the virtual 2021 NASPA Strategies Conference held in January 2021. This conference provides student affairs practitioners with the knowledge and skills to effectively address collegiate alcohol and drug abuse prevention, mental health, sexual violence prevention and response, and well-being through a variety of comprehensive and integrative approaches.

The NCC also provided technical assistance to three additional members to secure funding from other sources to attend the 2021 NASPA Strategies conference.

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 some other available data from 2021 Y1CBP. A drop in drinking and driving was reported from more than half of the 2021 Y1CBP participating schools: Creighton University from 3.0% in 2019 to 1.6% in 2021; College of Saint Mary from 6.3% in 2019 to 0% in 2021; Metropolitan Community College from 4.0% in 2019 to 3.3% in 2021; Nebraska Methodist College from 5.8% in 2019 to 0% in 2021; Southeast Community College from 7.9% in 2019 to 1.9% in 2021; University

of Nebraska Omaha from 3.1% in 2019 to 1.0% in 2021; Wayne State College from 9.5% in 2020 to 3.2% in 2021; and Metropolitan Community College from 4.0% in 2019 to 3.3% in 2021.

| | | | |
|---|---|-------------------------------|--------------|
| Project Name: | Alcohol Program Coordination | | |
| Project Number: | 402-21-09 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$100,000.00 | | |
| Funding Source: | 402/AL | Funding Source Amount: | \$100,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$64,960.97 |

This project funded the HSO for identified staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit alcohol program area grants and activities. The coordination and assistance provide an essential element in a successful alcohol/impaired driving awareness program. The HSO staff attended seminars, conferences, workshops, meetings, training, etc. to impact attitudes regarding alcohol and impaired driving among Nebraska’s motoring public. As examples, the HSO staff attended the following conferences/meetings: Nebraska Law Enforcement luncheon; 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.

| | | | |
|---|---|-------------------------------|--------------------------------|
| Project Name: | Alcohol Public Education & Information | | |
| Project Number: | 402-21-10/405d-21-06 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$1,965,000.00 | | |
| Funding Source: | 402/AL 405d/FDLIS | Funding Source Amount: | \$400,000.00 \$1,565,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$543,081.66 |

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.
- National Safety Council Nebraska, July & Holiday DUI Campaigns.
- Law Enforcement Luncheon, Younes Conference Center, Annual Luncheon with approximately 120 law Enforcement officials (Sheriffs and Police Chiefs).
- Learfield/IMG Husker Sports Contract: 36 spots with High School Scoreboard live message, instant replay signage 45 reply tags during 7 home games, 2 ribbon boards at home games, L-Wrap at 7 home games, pre-game binge drinking campaign 90 minutes prior to home games, 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.
- Impaired driving advertising placed with AllOver Media, Nebraska Public Media and other outlets.

| | | | |
|--|---|-------------------------------|--------------|
| Project Name: | Alcohol Selective Overtime Enforcement | | |
| Project Number: | 402-21-12 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$245,000.00 | | |
| Funding Source: | 402 AL | Funding Source Amount: | \$245,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 98% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$219,467.57 |

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 2020 – January 2021 and alcohol overtime enforcement.

December 2020/January 2021 “Drive Sober or Get Pulled Over” Crackdown and other individual enforcements resulted in a total of 4,952.6 hours of selective overtime enforcement, 164 seat belt citations, 1,750 speeding citations, 292 impaired driving arrests, 5,911 total citations, and 11,596 total contacts.

Nebraska law enforcement agencies provided additional alcohol overtime enforcement from October 2020 through September 2021. A total of 894 overtime hours were worked for these enforcement activities relating to selective alcohol enforcement. These activities resulted in 1,444 total citations. Of these citations, 460 citations were issued for speeding, 1 for drugs/narcotics violations, 4 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 3,400 Alco Sensor III, 57,000 Alco Sensor FST’s and 7,750 evidentiary mouthpieces for a total of 68,150 mouthpieces to Nebraska law enforcement agencies, adult and juvenile correctional facilities, detox facilities, county attorneys, schools, and state probation agencies. HSO also provided 78 dry gas cylinder bottles and 3 regulators to 75 law enforcement agencies for PBT calibrations.

| | | | |
|---|---|-------------------------|--------------|
| Project Name: | Court Monitoring Evaluation and Education Project | | |
| Project Number: | 402-21-17 | | |
| Sub-Recipient: | Mother Against Drunk Driving | | |
| Total Project Amount: | \$138,528.00 | | |
| Funding Source: | 402/AL | Funding Amount: | \$138,528.00 |
| Match Amount: | \$0.0 | Indirect Cost: | 10% |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$115,211.49 |

MADD (Mothers Against Drunk Driving) Nebraska was provided with funding support to continue to focus on all counties with specific attention to 14 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 4 new 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. This project met one-on-one (and virtually due to Covid 19 restrictions) with prosecutors, judges, law enforcement officers and probation staff regarding the court monitoring results. MADD utilized a variety of mediums such as the MADD website, monthly e-newsletters, an online blog and volunteer recognition activities to build capacity. MADD recorded over 360 volunteer hours in FY2021. This number is down from previous years due to the COVID-19 pandemic. Nebraska MADD also provided support for local public information and education programs.

| | | | |
|--|---|-------------------------|-------------|
| Project Name: | Enforcing Underage Drinking Laws | | |
| Project Number: | 402-21-22 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$40,000.00 | | |
| Funding Source: | 402/AL | Funding Amount: | \$40,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 57% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$7,906.23 |

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 6 mini-grants to local law enforcement to carry out selective overtime enforcement activity which was carried out in 4 counties. Additional mini grants were cancelled due to the Covid 19 pandemic. The participating agencies included: Gering Police Department, Sarpy County Sheriff’s Office, Bellevue Police Department and the ScottsBluff Police Department & Scotts Bluff County Sheriff’s Office.

| | | | |
|---|---|-------------------------|---------------------------|
| Project Name: | Traffic Training | | |
| Project Number: | 402-21-25 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$35,000.00 | | |
| Funding Source: | 402/AL | Funding Amount: | Source \$35,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$12,285.38 |

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 ten mini-grants were awarded to: Nebraska Safety Center-University of Nebraska – Kearney, Nebraska Safety Council, Dixon County Sheriff’s Office Bellevue Police Department, Lincoln Police Department and Nebraska State Patrol. Due to Covid-19 five agencies were not able to attend the training.

| | | | |
|---|--|-------------------------|----------------------------|
| Project Name: | Support of Evidence Based Environmental Strategies | | |
| Project Number: | 402-21-18 | | |
| Sub-Recipient: | Project Extra Mile (PEM) | | |
| Total Project Amount: | \$180,000.00 | | |
| Funding Source: | 402/AL | Funding Amount: | Source \$180,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$178,170.86 |

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 11 virtual coalition meetings during FY2021. Total attendance was 176 members which is a 53% increase from FY2020 as well as 47 new members, a 104% increase. PEM also created and strengthened relationships with 104 organizations, a 6% increase from the previous grant year, 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 1,054 individuals across the state with the average open rate of 21.4%. An average of 1.5% of recipients clicked through the links in the newsletter in FY2021, a 20% increase from FY2020. Three fact sheets were updated during the fiscal year. PEM also achieved 23 earned media pieces.
- Social media activity in FY2021 included 155 Facebook posts and 190 Tweets. Facebook post activity included 149 clicks and 218 reactions for a total of 367 engagements, or an average of 2.4 engagements per post, which is a 26% increase from FY 2020. Twitter activity included 463 likes and 194 retweets for a total of 657 engagements, or an average of 3.4 per Tweet, which is an 11% decrease from FY 2020.

- The Law Enforcement Work Group met twice (10/14/20 & 03/04/21) during the fiscal year with an average of eight participants from five agencies.
- FY2021 compliance checks resulted in 68 (8.5%) of 800 businesses selling to the minors. Results were shared in three media releases, monthly newsletters, on social media, and are available on PEM’s website.
- PEM worked with its regular compliance check partners (i.e., Nebraska State Patrol and Douglas and Sarpy County agencies) to check Douglas, Sarpy, and Dodge counties. PEM partnered with the City of Plattsmouth to conduct compliance checks there for the first time in 15 years. Due to the length of time between checks, the non-compliant rate was expectedly higher than the goal of 10%.
- PEM held a virtual Law Enforcement Trainings (4/21/21) with 16 officers representing 11 agencies and 8 community partners from 6 organizations. This is a 64% decrease from FY2020 which may have resulted from having one virtual training vs two in-person trainings and the potential burnout on virtual trainings due to the COVID-19 pandemic.
- The training focused on alcohol retail compliance checks and alcohol delivery with speakers discussing alcohol-related harms experienced by adults and youth, the purpose of compliance checks, how to conduct these operations, and how community members can assist law enforcement.
- PEM held seven youth leadership meetings with a total of 24 participants. PEM also presented to two existing youth groups and at two youth conferences. These opportunities allowed PEM to reach nearly 200 youth during the fiscal year.

| | | | |
|---|---------------------------------------|-------------------------|--------------|
| Project Name: | Felony Motor Vehicle Prosecution Unit | | |
| Project Number: | 402-21-08 | | |
| Sub-Recipient: | Douglas County Attorney’s Office | | |
| Total Project Amount: | \$175,000.00 | | |
| Funding Source: | 402/AL | Funding Amount: | \$175,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$175,000.00 |

- The Felony Motor Vehicle Prosecution Unit (FMVPU) not only funneled DUI and motor vehicle cases to specialized prosecutors, but a policy change in the way DUI cases are dealt with was also implemented. Previous to the MVPU it was common for a DUI 3rd Aggravated (Felony) to be pled down to a misdemeanor. After the creation of the MVPU cases that are allowed to be reduced have been greatly reduced.
- The overall conviction rate for Motor Vehicle Offenses remained at 98% for the fiscal year 2021.
- The overall felony conviction rate remained at 80% for fiscal year 2021.
- The overall DUI conviction rate remained at 98% for fiscal year 2021.
- The DUI felony conviction rate remained the same from 77% for fiscal year 2020 to 77% for 2021.
- There was a reduction of felony DUI arrests during some months most likely due to COVID-19 pandemic.
- In 2020 the Douglas County fatal, A and B crashes were reduced by 10 percent from 1,463 (2014-2018 moving average) to 1,316.
- In 2020 the Douglas County alcohol-impaired fatal, A and B crashes were reduced by 18 percent from 270 (2014-2018 moving average) to 219.

| | | | |
|---|--|-------------------------------|--------------|
| Project Name: | Prosecutorial Response to DUI Crimes | | |
| Project Number: | 402-21-39 | | |
| Sub-Recipient: | Nebraska Department of Justice, Nebraska Attorney General's Office | | |
| Total Project Amount: | \$136,500.00 | | |
| Funding Source: | 402/AL | Funding Source Amount: | \$136,500.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$96,688.43 |

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.

The TSRP coordinated Nebraska prosecutor's information exchange regarding COVID19 DataMaster best practices and training for all 93 Nebraska counties. Developed and presented "Cops in Court" to 32 law enforcement cadets via zoom, at the Nebraska Law Enforcement Training Center (NLETC) to 41 law enforcement officers, and at the Sarpy Douglas Law Enforcement Academy (SDLEA) to 13 cadets. Presented DUI Investigation and Trial training at SDLEA to 15 law enforcement cadets. Presented DUI/MVH investigations and courtroom work at NLETC Academy to 30 law enforcement cadets.

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.

| | | | |
|---|------------------------------|-------------------------------|-------------|
| Project Name: | Project Night Life Expansion | | |
| Project Number: | 402-21-40 | | |
| Sub-Recipient: | Omaha Police Department | | |
| Total Project Amount: | \$95,000.00 | | |
| Funding Source: | 402/AL | Funding Source Amount: | \$95,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$89,912.74 |

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 1,502 hours logged for activities recorded
- 7,443 total citations
- 38 alcohol arrests, (DUI, MIP, procuring/contributing, and open container) driving under the influence (DUI) arrests of Minor in Possession
- 135 occupant restraint citations (child restraint and seat belt violations)
- 2,486 speeding citations
- 306 total arrests
- In 2020 youth-involved fatal, A and B crashes decreased by 6.3 percent from 1,340 (2013-2017 rolling average) to 1,198

| | | | |
|---|---|-------------------------|-------------|
| Project Name: | Judicial Prosecution Training | | |
| Project Number: | 402-21-41 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$20,000.00 | | |
| Funding Source: | 402/AL | Funding Amount: | \$20,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$0.00 |

The Nebraska Supreme Court of Judicial Branch Education did not complete any training for Judges and or prosecutors during the 2021 fiscal year utilizing the mini-grant process. Due to Covid-19, the training is being planned for FY 2022. February 2, 2021 sent information about NHTSA’s Essentials of Impaired Driving Safety seminars update to Adam Jorgensen. Also provided Region 7 LEL Judge Chaney Taylor’s email for him for source of contact.

SECTION 405d – ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANT

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|---|---|-------------------------|--------------|
| Project Name: | Drug Recognition Expert/ARIDE Training & Recertification | | |
| Project Number: | 405d-21-04 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$100,000.00 | | |
| Funding Source: | 405d/FDLDATR | Funding Amount: | \$100,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$61,277.45 |

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 2021. All sixteen 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 2021 and officers from three Nebraska Law Enforcement Agencies to attend IACP’s National Drugs, Alcohol, and Impaired Driving Conference in Orlando. Advanced Roadside Impaired Driving Enforcement (ARIDE) training continued to be implemented in Nebraska.

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|--|---|-------------------------|--------------|
| Project Name: | Alcohol Selective Overtime Enforcement & System Support | | |
| Project Number: | 405d-21-05 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$600,000.00 | | |
| Funding Source: | 405d/M6X | Funding Amount: | \$600,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$372,246.05 |

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 2020 through September 2021 was a total of 14,518.22 overtime working hours resulting in 6,665 citations. Of the 6,665 citations, 240 drivers were arrested for driving while intoxicated, 76 minors were cited for being in possession of alcohol, 93 citations were issued for open container violations, 2,053 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 42 in-car cameras that were awarded in FY2021 resulted in a total of 2,328 recorded traffic stops. Due to the COVID-19 pandemic, many agencies were delayed in getting vehicles from the manufacturers, thereby not having the camera system(s) installed and operational. 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. 113 preliminary breath testing instruments that were awarded FY2021 fiscal year resulted in 5,416 breath tests being conducted. The 69 preliminary breath testing instruments that were awarded FY2020 fiscal year resulted in 1,163 breath tests being conducted. The 56 preliminary breath testing instruments that were awarded in FY2019 resulted in 861 breath tests being conducted.

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|--|---|-------------------------|----------------|
| Project Name: | Alcohol Public Information and Education | | |
| Project Number: | 405d-21-06 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$1,565,000.00 | | |
| Funding Source: | 405d/FDLIS | Funding Amount: | \$1,565,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? | No | Amount Expended: | \$492,268.00 |

This project provided funding to the HSO for the development/creation/production of educational messaging for impaired driving. It included print and electronic messaging and multimedia campaigns (including paid media).

- NDOT Highway Safety Office (HSO) contracted with **Learfield IMG College** for a sports marketing sponsorship of the Pinnacle Bank Arena Founding Partner that includes Logo recognition in Arena, 1 sponsor event each year, premium vendor space at the arena and banners, 24 main concourse signs, video board recognition, LED board signage, public address announcements and signage in the garages at the arena.
- HSO contracted with **Learfield IMG College** for an annual sports marketing sponsorship with UNL Athletics. This will be split with the Occupant Protection PI&E project. The sponsorship included live impaired driving read messages, radio commercials, sports show sponsorship designation and sports arena signage and event inclusion.
- Placed impaired driving print ads in selected publications and maintain the website with updated charts.



- Podcasts were continued this year with two vendors: *The Ticket Radio* & *The Bottom Line* (TBL), 480 mentions monthly, 120, 30 second spots, over the weekends, over 12 months, with four outlets (TBL, Big Apple, Radio 1600 and KHUB), daily motor vehicle fatality update, logo on podcast studio backdrop and web page.
- Hail Varsity, Full-page ad in 16 issues of the publication, 1 live read 30: second spot during Hail Varsity Radio show, weekdays in Lancaster, Platte, Lincoln and Adams counties (all priority counties). HSO will receive placement for rotating banners on Hail Varsity's website and one-month home page.

- The HSO awarded a mini grant to the Nebraska State Patrol to carry out high visibility alcohol selective overtime enforcement activities in various cities and counties statewide in July through August 2021. This activity resulted in 12,507.50 total overtime working hours and 1,284 citations – 28 were seatbelt violations.
- Red Thread was contracted to create an impaired driving campaign with print, radio, video, billboard and social media graphics.

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|--|---|-------------------------|-------------|
| Project Name: | Special Enforcement Mini-Grants | | |
| Project Number: | 405d-21-07 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$20,000.00 | | |
| Funding Source: | 405d/M6X | Funding Amount: | \$20,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$7,407.86 |

The HSO provided funding for four mini-grant contracts specific to impaired driving related problems as a need was demonstrated. There was a total of 139 hours of overtime worked and over 200 contacts.

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|---|---|-------------------------|-------------|
| Project Name: | Nebraska State Patrol Toxicology Services | | |
| Project Number: | 405d-21-11 | | |
| Sub-Recipient: | Nebraska State Patrol | | |
| Total Project Amount: | \$83,850.00 | | |
| Funding Source: | 405d/M6OT | Funding Amount: | \$83,850.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$83,545.46 |

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 15.55 days.

OCCUPANT PROTECTION PROGRAM AREA

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|---|---|-------------------------|-------------|
| Project Name: | Occupant Protection Program Coordination | | |
| Project Number: | 402-21-03 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$80,000.00 | | |
| Funding Source: | 402/OP | Funding Amount: | \$80,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$35,360.83 |

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.

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|---|---|-------------------------|--------------|
| Project Name: | Occupant Protection Public Information and Education | | |
| Project Number: | 402-21-04 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$550,000.00 | | |
| Funding Source: | 402/OP | Funding Amount: | \$550,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$268,532.70 |

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, The Bottom Line, The Ticket, Hail Varsity.
- Nebraska Safety Center UNK, Nebraska Safety Council, National Safety Council-Nebraska, Mary Lanning Hospital and Panhandle Public Health Department received mini grants to carry out occupant protections campaigns, targeting the priority counties to increase seatbelt usage throughout May – Sept. NSC also used social media across the target counties, receiving over 133,000 impressions. NSC printed and provided pledge cards at the local level to raise awareness and increase seatbelt use in priority counties.

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|---|---|-------------------------|--------------|
| Project Name: | Occupant Protection Selective Overtime Enforcement | | |
| Project Number: | 402-21-05 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$200,000.00 | | |
| Funding Source: | 402/OP | Funding Amount: | \$200,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$186,110.19 |

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 will be provided funding assistance for the overtime salaries.

The HSO awarded 71 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 4,876.40 overtime hours worked resulting in 9,816 citations. 2,376 citations were for speeding, 286 citations for seat belt violations and 219 DUI citations.

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|---|---|-------------------------|-------------|
| Project Name: | Road Safety - Employers & Employees Education - NSC | | |
| Project Number: | 402-21-37 | | |
| Sub-Recipient: | Nebraska Safety Council | | |
| Total Project Amount: | \$96,375.00 | | |
| Funding Source: | 402/OP | Funding Amount: | \$96,375.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$64,223.43 |

A project-grant was awarded to Nebraska Safety Council to carry out strategies and activities with an emphasis on employer and employee education about distracted driving and community outreach with the schools (faculty parents and students) to educate about distracted driving for young drivers.

- Reached 4,469 employees and 17,756 family members and community members through the Road Safety program over the twelve-month period. Reached additional 6,500 individuals outside grant area through Making a Difference on Nebraska Roads presentations.
- Created and distributed the 2021 NETS Drive Safely Work Week Campaign materials to 42 top priority NESC Membership companies. This year's theme was Driven to Wellness.

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|---|--|-------------------------|-------------|
| Project Name: | Employer Distracted Driving Education Campaign | | |
| Project Number: | 402-21-38 | | |
| Sub-Recipient: | National Safety Council, Nebraska | | |
| Total Project Amount: | \$90,000.00 | | |
| Funding Source: | 402/OP | Funding Amount: | \$90,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$80,734.28 |

A project-grant was awarded to 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. Presentations, 150, were given reaching approximately 11,000 employers, employees and community members.

- Promote “Distracted Driving Affected Me” and safe driving campaign (occupant protection in the Elementary/Middle/High Schools) in the target counties. NSCN developed a 45-minute presentation for area Elementary, Middle and High schools. NSCN was able to present to at least 4 high schools in each of our target counties.
- NSCN worked with employers and school-based organizations to carry out pre and post cell phone observations throughout the grant cycle. Twelve employers (safety committees) and 6 schools (i.e. clubs, FBLA, FCCLA, SADD) in three target counties. There were 15 Pre, cell phone observations conducted at area schools and businesses. Due to COVID19 only 3 post observations were conducted. This study will carry over into the FY21.
- Nearly 16,500 employer/employees and community members were contacted directly through NSCN educational programs. though 219 presentations. Several targets were achieved, despite implications of COVID19. An additional 1,000 members of the community were educated through community events and meetings. Over 20,000 brochures were distributed throughout the community and in several workplaces and schools. Direct mailing was sent to 600 member companies including educational posters and brochures for employees as well as 400 area middle, elementary, and high schools. Billboards reached over 2,000,000, digital and physical school billboards reached over 250,000 and social media reached over 200,000 people.

SECTION 405b – OCCUPANT PROTECTION INCENTIVE GRANT

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|---|---|-------------------------|-------------|
| Project Name: | Child Passenger Safety Training | | |
| Project Number: | 405b-21-09 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$95,000.00 | | |
| Funding Source: | 405b/M2TR | Funding Source | \$95,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$24,971.64 |

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, 2021, Nebraska has 333 certified Child Passenger Safety (CPS) Technicians and 16 inspection stations, covering 57 of the 93 counties in the state and 95% of the Nebraska population live in a county with a CPST. There are currently 19 CPST Instructors. In the fiscal year ending September 30, 2021 9 CPS technicians recertified out of 184 technicians eligible to recertify, which is 65% re-certification rate, compared to the national average of 55.1%.

Child Passenger Safety Technician Trainings were held in Omaha, Scottsbluff, Grand Island, Hastings, Lincoln with a total 121 new CPS Technicians were trained. Provided two mini-grants to two instructors to attend the virtual Lifesavers Conference due to COVID19. Provided resources to instructors, technicians and inspection stations to enhance training and education (i.e., posters, manuals, infographic cards, CPS Law Card, 4,000). During COVID19, technicians continued to carry out work in-person and virtually, depending on the COVID rate in that county. Utilized social media avenues on both DrivesmartNE.org and NDOT website to increase awareness around child passenger safety and Heatstroke prevention.



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| Project Name: | Occupant Protection Public Information and Education | | |
| Project Number: | 405b-21-10 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$245,000.00 | | |
| Funding Source: | 405b/M2PE | Funding Amount: | \$245,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$242,878.73 |

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:

- Red Thread, OP Summer Campaign, billboards, radio ads (2), social media 8 posts over two months, billboard placement in target counties as approved by the administrator.
- NRG, The Zone/1620, Half time show, one :30 spot during the Severe & Benning show, one :30 spot M-F during Gary Sharp, one :30 spot during Unsportsmanlike Conduct, 50 :30 spot to stream
- 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.
- Relentless Graphic Design, Holiday Social media, 3 formats, for DSN with #BuckleUp message.

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|---|--|-------------------------|---------------------------|
| Project Name: | Child Passenger Safety Child Safety Seat Purchase and Distribution | | |
| Project Number: | 405b-21-12 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$30,000.00 | | |
| Funding Source: | 405b/M2CSS | Funding Amount: | Source \$30,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$8,529.50 |

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. Nine mini grants were awarded to purchase 181 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 4 mini grants awarded to purchase 148 child safety seats to be distributed through inspection stations, hospitals, local health districts and for education at community check-up events. The four awards to purchase child passenger safety seats were provided to the inspection stations in the community, serving 25 counties. 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. HSO printed and provided over 23,000 educational cards: for the public, hospitals, inspection stations, and daycares to utilize to inform parents, caregivers and guardians regarding the new law. Materials were printed in English, Spanish and Arabic.

| Organization | Claim Amount | # Bought |
|------------------------|--------------|----------|
| Mary Lanning | \$2,500.00 | 36 |
| Linc/Lanc SakeKids | \$2,500.00 | 44 |
| Four Corners Health De | \$2,500.00 | 31 |
| Brodstone Memorial | \$1,029.50 | 18 |

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|---|---|-------------------------|---------------------------|
| Project Name: | Occupant Protection Information System | | |
| Project Number: | 405b-21-13 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$100,00.00 | | |
| Funding Source: | 405b/M2OP | Funding Amount: | Source \$100,00.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$73,131.51 |

This project supported the development/creation/production of occupant protection educational messaging. The project allowed needed print and electronic messaging, multimedia campaigns (including paid media) and local agency/organization mini grants. Additionally, as was required, the HSO provided

funding for the 2021 Nebraska Annual Safety Belt Survey to the University of Nebraska, Bureau of Sociological Research. The statewide observational safety belt survey was conducted in August of 2021. The survey was held in nine counties: Douglas, Lancaster, Buffalo, Cheyenne, Dodge, Holt, Otoe, Seward, and Sarpy. NDOT-HSO received the report on November 4, 2020. The HSO also provided funding for the 2021 Nebraska Tri-annual Child Safety Seat Survey to the University of Nebraska, Bureau of Sociological Research. The statewide observational safety belt survey was conducted in August of 2021 in Douglas, Lancaster, Madison, Phelps, Sarpy, Saunders, and Wayne Counties. The results showed 73.7% overall restrained which is a sharp decline from the past survey. All methodology and results are being further reviewed.

HSO provided mini-grant funding to support seat belt use and safety outreach through Nebraska State Patrol (NSP) Community Service Officers. Each of the NSP 6 Troop areas carried out public information and education, at the local level, with a strong focus on those drivers and passengers, 20 years of age and younger. The public was involved in many of the community outreach events. The NSP Community Service Education Campaign reached over 29,850 individuals during 28 events across the state.

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|--|---|-------------------------|--------------|
| Project Name: | Occupant Protection High Visibility Enforcement | | |
| Project Number: | 405b-21-14 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$200,000.00 | | |
| Funding Source: | 405b/M2HVE | Funding Source | \$200,000.00 |
| | | Funding Amount: | |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$77,662.08 |

The HSO awarded two mini-grants to the Nebraska State Patrol to carry out high visibility occupant restraint selective overtime enforcement activities in various cities and counties statewide in November 2020 and May/June 2021. Both activities were successfully carried out, resulting in 9,438 total overtime working hours and 1,955 citations – 47 were seatbelt violations.

The Click it or Ticket High Visibility Mobilization from November 2020 resulted in 10,148 total overtime working hours, 5,691 citations were issued – 202 citations were seatbelt violations. The Click It or Ticket High Visibility Mobilization in May/June 2021 resulted in 5,648 total overtime working hours, 1,800 citations were issued – 145 citations were for seatbelt violations.

POLICE TRAFFIC SERVICES PROGRAM AREA

| | | | |
|--|---|-------------------------|--------------|
| Project Name: | Traffic Selective Overtime Enforcement | | |
| Project Number: | 402-21-27 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$235,000.00 | | |
| Funding Source: | 402/PT | Funding Source | \$235,000.00 |
| | | Funding Amount: | |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 80% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$126,766.96 |

The HSO provided a total of 33 mini-grant awards to 23 Nebraska Law Enforcement Agencies and Nebraska State Patrol to carry out Selective Traffic Overtime Enforcement Operations between October 2020 to September 2021. Of the 33 mini grants awarded, 24 were for U Drive U Text U Pay enforcements. These mini-grant contracts resulted in a total of 2,554 hours of selective traffic overtime enforcement, 141 seat belt citations, 25 impaired driving arrests and 949 speeding citations. There were 2,395 citations and 4,985 total contacts.

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|---|---------------------------|-------------------------|---------------------|
| Project Name: | Traffic Law Enforcement | | |
| Project Number: | 402-21-26 | | |
| Sub-Recipient: | Nebraska Crime Commission | | |
| Total Project Amount: | \$139,644.00 | | |
| Funding Source: | 402/PT | Funding Amount: | Source \$139,644.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$67,308.29 |

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 (109 trained); additional SFST Update classes were scheduled but cancelled due to Covid-19; three Radar Certification classes (112 trained); three LIDAR Certification classes (111 trained); three In-Car Camera Operation classes (109 trained); no Intermediate Crash Investigation classes due to Covid-19; no Advanced Crash Investigation classes due to Covid-19; three Basic Crash Investigation classes (109 trained); no IMS Map 360 Crash Mapping or Advanced Roadside Impaired Driving Enforcement (ARIDE) due to Covid-19. Preliminary breath testing training was provided to 353 students and evidentiary breath testing training was provided to 176 students.

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|--|--|-------------------------|---------------------|
| Project Name: | Sarpy County Traffic Safety Task Force | | |
| Project Number: | 402-21-28 | | |
| Sub-Recipient: | Sarpy County Sheriff's Office | | |
| Total Project Amount: | \$100,000.00 | | |
| Funding Source: | 402/PT | Funding Amount: | Source \$100,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$61,598.70 |

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 20 individual saturation enforcement details involving all four law enforcement agencies with a total of 1,679 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.

| | | | |
|---|------------------------------|-------------------------------|-------------|
| Project Name: | Law Enforcement Liaison | | |
| Project Number: | 402-21-42 | | |
| Sub-Recipient: | NDOT - Highway Safety Office | | |
| Total Project Amount: | \$80,000.00 | | |
| Funding Source: | 402/PT | Funding Source Amount: | \$80,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$19,856.04 |

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

| | | | |
|---|---|-------------------------------|-------------|
| Project Name: | Traffic Records | | |
| Project Number: | 402-21-30 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$65,000.00 | | |
| Funding Source: | 402/TR | Funding Source Amount: | \$65,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$1,320.99 |

This project provided funding to the HSO to update the Nebraska Traffic Records Strategic Plan, which was updated, published on August 20, 2021 and placed on the HSO website. Numerous traffic records support systems are in the planning phase 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) to replace and upgrade 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) deployed.
- NDOT is working 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 FY2021, 97 agencies are using MACH, a GPS mapping system for law enforcement.
- At the end of FY2021, 147 agencies are using TraCS, a crash form reporting system for law enforcement.
- NDOT is working on TraCS being 100% electronic; currently it’s just above 50%.

| | | | |
|---|--|-------------------------------|--------------|
| Project Name: | Nebraska Traffic and Criminal Software (TraCS) Expansion | | |
| Project Number: | 402-21-31 | | |
| Sub-Recipient: | Nebraska State Patrol | | |
| Total Project Amount: | \$59,416.00 | | |
| Funding Source: | 402/TR | Funding Source Amount: | \$59,416.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$ 57,572.63 |

This grant proposes increasing 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 Nebraska Crime Commission, 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. This will help standardize online crash reporting across the state. NSP was successful in onboarding 79 new agencies to TraCS to standardize reporting citations and crash data statewide. This increased the number of agencies using TraCS to 147.

SECTION 405c – STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENT GRANT

| | | | |
|---|---|-------------------------------|---------------|
| Project Name: | E-Citation and Traffic Record Improvement | | |
| Project Number: | 405c-21-01 | | |
| Sub-Recipient: | Nebraska Crime Commission | | |
| Total Project Amount: | \$495,000.00 | | |
| Funding Source: | 405c/M3DA | Funding Source Amount: | \$495,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$ 254,783.44 |

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 20% during the 12-month project, previously 67%. With the launch of the new Crash Information Database at NDOT, there have been numerous complications and delays. The tracking available shows a 99% e-citation rate in 2020, but it has been discovered there are some variations in this tracking data that will be refined in the next year. A total of 88 agencies in Nebraska are submitting citations electronically. During this project period 7 counties initiated eFiling.

| Total Citations vs. Electronic Citations | | | |
|--|-------------------------------|--------------------------------|------------------------------------|
| <u>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 | 39% |
| 2012 | 165,415 | 74,395 | 45% |
| 2013 | 163,653 | 76,298 | 47% |
| 2014 | 165,031 | 77,294 | 47% |
| 2015 | 161,628 | 77,056 | 48% |
| 2016 | 160,879 | 79,046 | 49% |
| 2017 | 139,752 | 66,902 | 48% |
| 2018 | 120,223 | 69,780 | 58% |
| 2019 | 106,168 | 71,949 | 68% |
| 2020 | 86,519 | 85,651 | 99% |

| | | | |
|---|--|-------------------------------|--------------|
| Project Name: | Crash Outcome Data Evaluation System (CODES) | | |
| Project Number: | 405c-21-14 | | |
| Sub-Recipient: | Nebraska Department of Health and Human Services | | |
| Total Project Amount: | \$171,208.00 | | |
| Funding Source: | 405c/M3DA | Funding Source Amount: | \$171,208.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$100,309.88 |

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 2021 is currently unavailable for this fiscal year.

- The 2020 Crash Data, the EMS data, and the Death Certificate data were received in 2021. The Hospital discharge data (HDD) from Nebraska Hospital Association still has had issues. The injury department is currently waiting on an updated version to finish linkage and analysis.
- The 2019 CODES dataset was linked, and quality checked in September 2021.
- 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.

| | | | |
|---|--|-------------------------------|-------------|
| Project Name: | EMS and E-CODE Injury Data | | |
| Project Number: | 405c-21-15 | | |
| Sub-Recipient: | Nebraska Department of Health and Human Services | | |
| Total Project Amount: | \$56,093.00 | | |
| Funding Source: | 405c/M3DA | Funding Source Amount: | \$56,093.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$13,165.15 |

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.

- Percentage improvement in the first half of 2020 of valid N-codes and E-Codes is currently unavailable for this fiscal year.
- Received and analyzed quarterly data; generated quarterly report and distributed to each hospital.
- Received feedback from hospitals regarding the contents of their quality reports; corresponded to explain several indicators.

| | | | |
|---|---|-------------------------------|-------------|
| Project Name: | Traffic Records Program Coordination | | |
| Project Number: | 405c-21-16 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$40,000.00 | | |
| Funding Source: | 405c/M3DA | Funding Source Amount: | \$40,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$15,938.00 |

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.
- Coordinated and completed the required NHTSA Traffic Records Assessment in February to May 2021.

DISTRACTED DRIVING PROGRAM AREA

| | | | |
|---|---|-------------------------------|--------------|
| Project Name: | Distracted Driving Public Information and Education | | |
| Project Number: | 402-21-13 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$110,000.00 | | |
| Funding Source: | 402/DD | Funding Source Amount: | \$110,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 37% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$ 41,703.30 |

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.

Produced Distracted Driving infographic for distribution at the State Fair and at schools. Red Thread produced a Distracted Driving campaign with billboards, radio, and social media for April distracted Driving Awareness month and “No Bad Passengers” video for DHHS to use during the summer on NET.

IDENTIFICATION AND SURVEILLANCE PROGRAM AREA

| | | | |
|---|---|-------------------------|--------------|
| Project Name: | Youth Public Information and Education | | |
| Project Number: | 402-21-19 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$100,000.00 | | |
| Funding Source: | 402/IS | Funding Amount: | \$100,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$49,583.84 |

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.

| | | | |
|---|---|-------------------------|-------------|
| Project Name: | Youth Program Coordination | | |
| Project Number: | 402-21-21 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$40,000.00 | | |
| Funding Source: | 402/IS | Funding Amount: | \$40,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$4,117.11 |

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 Summit; 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 in regard to youth/teen traffic safety requests by law enforcement agencies, organizations, and schools. Includes project monitoring and site visits.

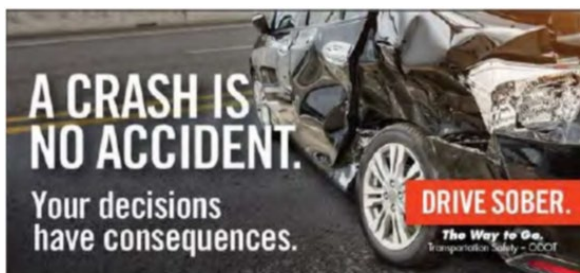
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|---|---|-------------------------|--------------|
| Project Name: | Traffic Safety Program Coordination | | |
| Project Number: | 402-21-23 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$175,000.00 | | |
| Funding Source: | 402/IS | Funding Amount: | \$175,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$165,848.41 |

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.

| | | | |
|---|---|-------------------------|--------------|
| Project Name: | Traffic Safety Public Information and Education | | |
| Project Number: | 402-21-24 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$110,000.00 | | |
| Funding Source: | 402/IS | Funding Amount: | \$110,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 87% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$80,603.26 |

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.
- National Safety Council, Nebraska Chapter, awarded a mini grant to implement a landing page, Our Driving Concern, with traffic safety issues for employers, employees and the public.



| | | | |
|---|---|-------------------------------|-------------|
| Project Name: | Drowsy Driving Public Information & Education | | |
| Project Number: | 402-21-29 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$25,000.00 | | |
| Funding Source: | 402/IS | Funding Source Amount: | \$25,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$4,575.00 |

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.



SPEED CONTROL PROGRAM AREA

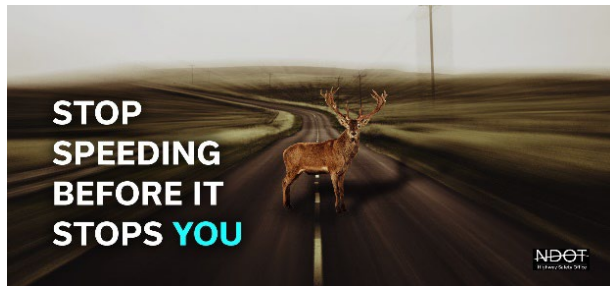
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|---|---|-------------------------------|-------------|
| Project Name: | Speed Program Coordination | | |
| Project Number: | 402-21-32 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$16,000.00 | | |
| Funding Source: | 402/SC | Funding Source Amount: | \$16,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$13,572.77 |

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. Trailers were scheduled and delivery made to thirteen law enforcement agencies across the state. The HSO speed trailers were provided to 13 agencies, 7 (54%) within the target counties, and 6 (46%) 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.

| | | | |
|---|---|-------------------------|-------------|
| Project Name: | Speed Public Information and Education | | |
| Project Number: | 402-21-35 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$40,000.00 | | |
| Funding Source: | 402/SC | Funding Amount: | \$40,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 100% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$6,100.00 |

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, and three (33%) in non-target counties.

In FY21 HSO entered into an agreement with Wildfire Media Agency for a July-September speed awareness campaign. Wildfire created three billboard signs and 8 unique social media posts for the campaign. The billboards were located in the following cities: Lincoln, Norfolk, North Platte, Omaha and Scottsbluff. Impressions per billboard; Lincoln 432,403, Norfolk 656,681, North Platte 143,714, Omaha 949,300 and Scottsbluff 136,697. Including bonus impressions of 4,616,286 the campaign resulted in over thirteen million impressions.



SPEED ENFORCEMENT PROGRAM AREA

| | | | |
|--|---|-------------------------|----------------------------|
| Project Name: | Speed Selective Overtime Enforcement | | |
| Project Number: | 402-21-33 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$160,000.00 | | |
| Funding Source: | 402/SE | Funding Amount: | Source \$160,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 89% |
| Is this project a part of the TSEP? Yes | | Amount Expended: | \$59,712.04 |

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

Sheriff’s Offices – 1; Police Departments - 1 and Nebraska State Patrol – 1. These three mini-grants resulted in a total of 469 overtime hours were worked by the three Nebraska Law Enforcement Agencies and Nebraska State Patrol. There were 939 citations issued across the state during these speed selective overtime enforcement operations. Of the 939 citations issued, 209 citations were issued for speeding and 61 for seatbelt violations.

This project allocated funding to the HSO to award mini grants to state and local law enforcement, with preference to agencies in the priority counties, to assist with the purchase of new speed detection equipment to enforce posted speed limits as part of special enforcement operations. Additional consideration is given to those agencies in the “speed emphasis” counties to impact attitudes and driving behavior. During the project period, 28 mini-grant contracts were awarded providing 43 radar units as follows: Police Departments – 11 contracts and Sheriff’s Offices - 17 contracts. The 43 radar units that were awarded this fiscal year resulted in a total of 1,112 speeding citations and 2,374 speeding warnings.

SECTION 405f – MOTORCYCLIST SAFETY GRANT

| | | | |
|---|---|-------------------------|---------------------------|
| Project Name: | Motorcycle Public Information and Education | | |
| Project Number: | 405f-21-01 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$84,500.00 | | |
| Funding Source: | 405f/M11MA | Funding Amount: | Source \$84,500.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$76,652.46 |

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.

NDOT-HSO contracted with Red thread and AllOver Media for the Spring Motorcycle Awareness Ride for Life Campaign. The Ride for Life motorcycle Awareness campaign ran April 1, 2021 through August 2021 in Hastings, Omaha, Cass, Douglas, Hall, Lancaster Sarpy, Saunders, Seward and Washington counties with residual awareness through October 2021. Radio and social media were also used in promotion of the Ride for Life Motorcycle Awareness Campaign.



| | | | |
|--|---|-------------------------|-------------|
| Project Name: | Motorcycle Training Assistance | | |
| Project Number: | 405f-21-02 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$25,000.00 | | |
| Funding Source: | 405f/M11MT | Funding Amount: | \$25,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? | No | Amount Expended: | \$14,348.26 |

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.

- The Nebraska Department of Motor Vehicles reports in Fiscal Year 2021, One motorcycle update class was held due to COVID—19. The October 2020 update class held on Zoom and 46 instructors completed the training.
- DMV Quality Assurance Visit’s (QAVs) were completed at nine locations and the Motorcycle Safety Foundation website has been updated.

1906 RACIAL PROFILING COLLECTION GRANT

| | | | |
|---|---|-------------------------------|--------------|
| Project Name: | Improving Data Collection Methods and Reporting | | |
| Project Number: | 1906-21-01 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$440,000.00 | | |
| Funding Source: | 1906/F1906CMD | Funding Source Amount: | \$440,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$238,449.42 |

This project is to provide funding support for the traffic records systems infrastructure that would enhance and expedite the collection of annual racial data related to Nebraska traffic stops. Local entities are able to apply for mini grants to upgrade and improve their traffic records system capabilities that would be able to provide the racial profiling data in real time. During the project period, 21 contracts were awarded to local law enforcement agencies through the mini-grant contract awarded to the Nebraska Crime Commission that provided funding for equipment to report citations and vehicle crashes electronically.

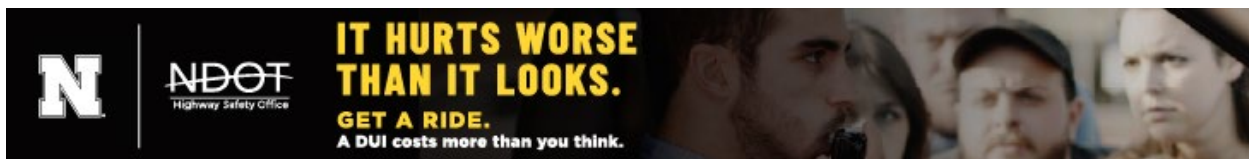
| | | | |
|---|---|-------------------------------|-------------|
| Project Name: | Review and Analysis of Collected Data | | |
| Project Number: | 1906-21-02 | | |
| Sub-Recipient: | Nebraska Department of Transportation Highway Safety Office | | |
| Total Project Amount: | \$30,000.00 | | |
| Funding Source: | 1906/F1906ER | Funding Source Amount: | \$30,000.00 |
| Match Amount: | \$0.0 | Indirect Cost: | N/A |
| Maintenance of Effort: | N/A | Local Benefit: | 0% |
| Is this project a part of the TSEP? No | | Amount Expended: | \$6,726.32 |

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 Munger and Statistical Analyst Dahlman published the Traffic Stop report on 04/01/2021.

OTHER FUNDING

N/A for 2021



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