

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



**NDOT**  
Highway  
Safety  
Office

**buzzed**  
driving is  
**drunk**  
driving  
designate a sober driver

**October 1, 2019 – September 30, 2020**

Nebraska Department of Transportation  
Highway Safety Office  
P.O. Box 94612, Lincoln NE 68509  
<http://dot.nebraska.gov/safety/hso/>

**STATE OF NEBRASKA**

**“Performance-Based”  
Strategic Traffic Safety Plan**

October 1, 2019 – September 30, 2020

Pete Ricketts, Governor  
State of Nebraska

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

Mark C. Segerstrom  
Nebraska Highway Safety Administrator

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

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

## Table of Contents

### TABLE OF CONTENTS

Introduction .....	1
Mission Statement .....	1
Executive Summary.....	1
Maintenance of Effort (MOE) Requirement .....	2
Legislation .....	3
State Demographic Analysis .....	3
Highway Safety Planning Process .....	3
HSP Flowchart .....	4
HSP Program Planning Calendar .....	4
Problem Identification Process, Data Used and Participants .....	5
Highway Safety Partnerships .....	6
Nebraska Priority Counties .....	7
Traffic Safety Performance Measures.....	8
Traffic Safety Performance Measures, Targets and Program Area Report .....	10
Program, Project and Activity Selection Process .....	12
Performance Target Selections.....	12
Performance Targets and Trends.....	12
Highway Safety Communications Plan .....	17
Section 402/405 (405b, 405c, 405d, 405f)/1906 State and Community Highway Safety Programs.	21
Section 402 - Planning and Administration.....	26
Section 402 - Alcohol Program Area .....	28
Section 402 - Occupant Protection Program Area.....	32
Section 402 - Distracted Driving Program Area .....	42
Section 402 - Police Traffic Services Program Area .....	43
Section 1906 - Racial Profiling Data Collection Program Area.....	44
Section 402 - Speed Management Program Area.....	45

Maintenance of Effort.....	50
Section 402 - Traffic Records Program Area .....	51
Section 405c - State Traffic Safety Information System Improvements Grant.....	53
Traffic Records Assessment .....	55
FY2020 - 405(F) Motorcyclist Safety Program Area.....	63
Certifications and Assurances for Fiscal Year 2020 Highway Safety Grants .....	67

## Introduction

### Mission Statement

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

### Executive Summary

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

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

The Director of the NDOT as the designated Governor is Highway Safety Representative, while the HSO Administrator fulfills the role of the state's coordinator of the activity.

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

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

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

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

of October 1 through September 30. The HSO is submitting the fiscal year 2020 (FY2020) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405 State and Community Highway Safety Projects by Program Area for FY2020, and additional Highway Safety Funding. Additional sections provide the required federal States 402/405 Certifications and Assurances.

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

- Section 402 State Highway Safety Program Grant priority areas include unrestrained occupants, impaired driving, speed-related driving, young drivers, and other identified factors.
- Section 405 Application (23 U.S.C. 405)
  - Occupant Protection Grant (405b: 23 CFR § 1300.21) will be used to increase the statewide child restraint and safety belt usage, child passenger safety technician trainings (i.e., Update, recertification classes, new technician classes), media campaigns, and overtime awards for law enforcement agencies.
  - State Traffic Safety Information System Improvements Grant (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
  - Impaired Driving Countermeasures Grant (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes as well as paid and earned media in support of high-visibility enforcement efforts.
  - Motorcyclist Safety Grant (405f: 23 CFR § 1300.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.

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

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

Nebraska's most recent MOE calculation (FY2018) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2014 and 2015, as was the requirement at the time of submission under MAP 21. On April 1, 2018, HSO submitted the State's FY2018 MOE, as required, to NHTSA.

## Legislation

During the years 2015-2019, the Nebraska Unicameral passed the following new legislative bills addressing highway safety:

- May 27, 2015 - Allow Pedal-Pub Vehicles permitted to have license to sell alcohol and passenger to consume
- August 28, 2015 - Create new Auto-Cycle Vehicle definition and public roadway use
- July 25, 2016 - Clarifies right of way when bicycles and pedestrians cross roadways while using a path designed for pedestrians/bikes
- April 11, 2018 - Move Over law expanded to utility workers vehicles
- July 18, 2018 - Conditional operation of Autonomous Vehicles
- July 18, 2018 - Allows increasing speeds on non-state highway divided highway from 60 to 65 mph, also allows increasing speed limit on state divided expressways from 65 to 70 mph
- January 1, 2019 - Change age from “up to 6” to “up to 8” for children riding in a federally approved child safety seat.

## State Demographic Analysis

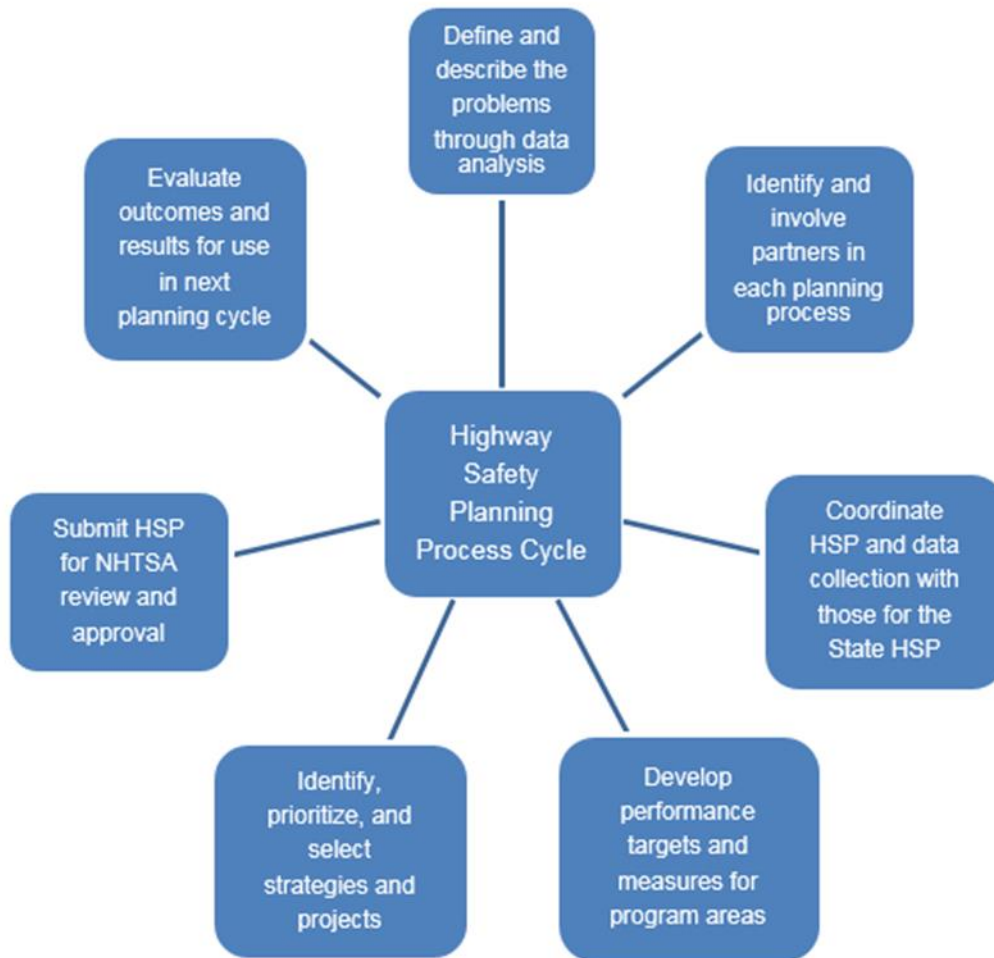
Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,929,268 on July 1, 2018, a 5.1 % increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 88.9 percent of the population is white, 5 percent black and 10.7 percent Hispanic. According to the Census, 24.8 percent of the population is under 18 years of age, 53.2 percent is between the ages of 18 and 65 and more than 15 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2018, there were 1,459,064 licensed drivers and 2,471,317 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 15 daily and 152 weeklies newspapers, broadcast media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

## Highway Safety Planning Process

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

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

## HSP Flowchart



## HSP Program Planning Calendar

<b>January – February</b>	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year’s Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies, and Procedures on website.
<b>March – April</b>	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
<b>May</b>	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to HSO for formal review and rating.



<b>June</b>	Draft the HSP including the Sections 402 and 405 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
<b>July</b>	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
<b>August – September</b>	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
<b>October</b>	Implement grants and contracts. Begin to collect information for the FY2019 Annual Report.

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

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

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

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

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

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

## Highway Safety Partnerships

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

### **Federal, state and local government agencies:**

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

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

- Nebraska Hospital Association
- Nebraska Nurses Association
- Nebraska Department of Health and Human Services (DHHS)
- Nebraska Department of Education
- Nebraska State Patrol (NSP)
- Over 200 Sheriff's Offices and Police Departments
- Nebraska Game & Parks Enforcement Division
- University of Nebraska – Kearney - Nebraska Safety Center
- University of Nebraska - Omaha
- University of Nebraska – Lincoln
- Bryan Health Independence Center Advisory Committee
- The Bridge Behavioral Health
- Mary Lanning Healthcare
- CHI St. Francis
- CHI Good Samaritan
- Four Corners Health Department
- Lincoln/Lancaster County Health Department
- Lincoln Fire and Rescue
- Three Rivers Health Department
- Sarpy/Cass Health Department

### **Non-profit organizations:**

- Nebraska Mothers Against Drunk Driving
- Nebraska Brain Injury Alliance
- National Safety Council, Nebraska
- Nebraska Prevention Center for Alcohol and Drug Abuse
- Nebraska Safety Council, Inc.

- One World Community Health Centers, Inc.
- Keep Kids Alive, Drive 25
- Safe Kids Nebraska
- Bike Walk Nebraska

**Professional associations:**

- Nebraska County Attorney's Association
- Nebraska Trucking Association
- Nebraska State Troopers Association
- Nebraska Medical Association
- Nebraska Sheriff's Association
- Police Officers Association of Nebraska

The participating members of the Nebraska Advocates for Highway Safety are vital partners and collaborators in the problem identification and priority determination process. Among the other groups that contribute are:

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

**Nebraska Priority Counties**

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

For the purpose of this FY2020 problem identification process, the HSO will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

NEBRASKA PRIORITY COUNTIES FOR FY2020									
COUNTY CRASH RATE compared to STATE CRASH RATE									
PER 100 MILLION MILES									
Congressional District	County	2017 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	22.91	3.16	0.79	10.27	18.96	61.3%	31,511
Three	Buffalo	141	20.48	1.45	1.31	4.36	17.72	71.3%	49,615
One	Cuming	23	16.42	3.57	1.43	3.57	11.42	57.1%	8,940
Three	Dakota	38	18.87	3.97	0.50	3.97	14.40	61.5%	20,083
Three	Dawson	65	13.36	2.88	1.44	2.88	9.04	61.6%	23,709
One	Dodge	116	31.61	2.73	1.91	7.36	26.98	77.8%	36,791
Two	Douglas	1,527	33.06	3.70	0.69	6.52	28.67	69.3%	566,880
Three	Gage	68	28.19	3.32	0.83	8.29	24.04	64.9%	21,493
Three	Hall	188	26.49	2.40	0.28	4.51	23.81	81.7%	61,607
Three	Jefferson	20	22.84	5.71	1.14	4.57	15.99	59.1%	7,097
One	Lancaster	948	37.20	3.81	0.78	8.71	32.61	86.7%	317,272
Three	Lincoln	109	16.32	1.50	1.05	3.29	13.77	71.2%	35,185
One	Madison	92	29.52	2.57	0.96	5.13	25.99	76.1%	35,392
Three	Phelps	25	21.11	4.22	0.84	4.22	16.04	72.9%	8,996
One	Platte	86	25.07	2.33	0.87	4.66	21.87	79.4%	33,363
Three	Red Willow	28	24.43	5.24	0.87	6.11	18.33	68.0%	10,726
Three	Saline	28	22.63	7.27	2.42	1.62	12.93	57.4%	14,350
One/Two	Sarpy	336	24.36	1.74	0.51	6.09	22.11	89.4%	184,459
One	Saunders	43	17.57	0.82	1.63	4.49	15.12	69.4%	21,303
Three	Scotts Bluff	96	31.24	1.30	0.98	7.48	28.96	74.4%	35,989
One	Washington	51	25.58	2.51	0.50	6.52	22.57	76.5%	20,667
Three	Wayne	28	32.70	3.50	3.50	10.51	25.70	62.3%	9,403
22 County Population									1,554,831
Statewide		5,017	23.88	2.63	0.89	5.10	20.36	74.3%	1,929,268
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage									
Data taken from 2017 Standard Summaries, Fatal, A & B (FAB) Injuries, Statewide and County									
* Rates for county alcohol, speed, youth, and other factors are based on county crash reports for Fatal, A and B type injury crashes per 100 million miles per county using 2017 Annual Vehicles Miles - NDOT.									
*Occ/Prot Percentage are taken from the 2017 Standard Summaries, Fatal, A and B Injuries Crashes - Box 6									
**U.S. Census Bureau Population Estimate as of 7/1/2018. Revised 6/4/19									
**Population information is used to document the percentage of state's population represented.									
Nebraska 2017 data is the most current data for the FY2020 Plan Provided by: NDOT Highway Safety Office, PO Box 94612, Lincoln NE									

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 81% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

### Traffic Safety Performance Measures

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

**OUTCOME MEASURES:**

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

**BEHAVIOR MEASURE:**

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

**ACTIVITY MEASURES:**

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

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

Traffic Safety Performance Trends and Targets

							Projections			
PERFORMANCE MEASURES			2013	2014	2015	2016	2017	2018	2019	2020
C-1	Traffic Fatalities*++	Annual	211	225	246	218	228	230	233	239
		5-Year Rolling Average	203	204	215	222	226			
C-2	Serious Traffic Injuries++	Annual	1,536	1,620	1,520	1,588	1,478	1,394	1,478	1,442
		5-Year Rolling Average	1,732	1,667	1,621	1,585	1,548			
C-3	Fatalities per VMT*++	Annual	1.09	1.15	1.22	1.05	1.05	1.10	1.14	1.14
		5-Year Rolling Average	1.05	1.05	1.10	1.12	1.12			
C-4	Unrestrained Passenger Vehicle Occupant Fatalities*+	Annual	105	95	118	86	101	93	101	102
		5-Year Rolling Average	95	92	100	101	102			
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)*+	Annual	60	60	64	62	67	53	63	64
		5-Year Rolling Average	59	58	61	63.8	63			
C-6	Speeding-Related Fatalities*+	Annual	39	49	37	36	37	41	42	42
		5-Year Rolling Average	36	40	40	41	40			
C-7	Motorcyclist Fatalities*+	Annual	14	20	25	20	27	23	23	24
		5-Year Rolling Average	18	19	21	20.2	21			
C-8	Unhelmeted Motorcyclist Fatalities*	Annual	1	1	4	3	1	1	2	2
		5-Year Rolling Average	2	1	2	2	2			
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	39	34	39	26	35	40	35	35
		5-Year Rolling Average	39	35	35	35.2	35			
C-10	Pedestrian Fatalities*+	Annual	12	9	19	12	20	23	17	19
		5-Year Rolling Average	10	10	12	13.4	14			
C-11	Bicyclist Fatalities*+	Annual	0	2	4	1	3	0	2	2
		5-Year Rolling Average	1	1	2	1.4	2			
<b>CORE BEHAVIOR MEASURE</b>										
B-1	Seat Belt Use***	Annual	79.1%	79.0%	79.6%	83.3%	85.9%	86.0%	88.5%	90.4%
<b>ACTIVITY PERFORMANCE MEASURES</b>										
A-1	Safety Belt Citations	Annual	3,030	2,790	1,914	1,837	2,503	N/A	N/A	N/A
A-2	Alcohol Impaired Driving Arrests	Annual	2,599	1,301	775	1,183	1,368	N/A	N/A	N/A
A-3	Speeding Citations	Annual	20,105	17,415	15,513	22,788	16,375	N/A	N/A	N/A
<b>FATAL, A AND B INJURY CRASH TARGETS</b>										
	Fatal, A and B Crashes**+	Annual	4,713	4,648	4,948	5,297	5,011	4,928	4,888	4,916
		5-Year Rolling Average	5,008	4,860	4,844	4,904	4,923			
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	550	576	567	579	553	529	552	542
		5-Year Rolling Average	604	594	591	585	565			
	Speed-Related Fatal, A and B Crashes**	Annual	334	339	250	282	231	317	255	238
		5-Year Rolling Average	375	358	317	299	287			
	Youth-Involved Fatal, A and B Crashes**	Annual	1,300	1,246	1,343	1,464	1,349	1,296	1,323	1,313
		5-Year Rolling Average	1,487	1,388	1,341	1,351	1,340			
	All Other Factors, Fatal, A and B Crashes**+	Annual	3,829	3,733	4,131	4,418	4,227	3,452	3,993	4,022
		5-Year Rolling Average	4,028	3,908	3,936	4,017	4,068			
	#Distracted Driver, Fatal, A and B Crashes**+	Annual	751	798	897	982	894	874	913	947
		5-Year Rolling Average	750	753	793	844	864			
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**+	Annual	66	58	77	50	71	74	69	72
		5-Year Rolling Average	51	52	58	61	64			

Source: \*FARS, \*\*Nebraska State Crash Data, \*\*\*Nebraska Safety Belt Use Report      ~ Actual Numbers      N/A - Not Applicable

^ Annual Targets are based on 5-year Rolling average trend projections for 2013 to 2020.

+Predictions based on a trend analysis predictive model that indicated these performance areas would increase in 2018-2020. In order to stop the trend, a two percent decrease was applied to each year's projection.

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

++ 2020 Nebraska HSIP Target set on a reduction of the current increasing trend by 2%.

HSP Traffic Safety Performance (Core Outcome) Measures For Nebraska (FARS)

Performance Measure Identifier		Year					Projection		
		2013	2014	2015	2016	2017	2018	2019	2020
C-1	Traffic Fatalities++	211	225	246	218	228	230.0	233.0	239.0
C-2	Serious Traffic Injuries^	1,536	1,620	1,520	1,588	1,478	1394.0	1478.0	1442.0
C-3	Fatalities Per 100 million VMT++	1.09	1.15	1.22	1.05	1.05	1.100	1.140	1.140
C-4	Occupant Fatalities	105	95	118	86	101	93	101	102
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)^***+	60	60	65	62	67	53	63	64
C-6	Speeding-Related Fatalities	39	49	37	36	37	41	42	42
C-7	Motorcyclist Fatalities+	14	20	25	20	27	23	23	24
C-8	Unhelmeted Motorcyclist Fatalities	1	1	4	3	1	1	2	2
C-9	Drivers Age 20 and Younger in Fatal Crashes	39	34	39	26	35	40	35	35
C-10	Pedestrian Fatalities+	12	9	19	12	20	23	17	19
C-11	Bicyclist and Other Cyclist Fatalities	0	2	4	1	3	0	2	2
B-1	Observed Seat Belt Use~	79.1%	79.0%	79.6%	83.3%	85.9%	86.0%	88.5%	90.4%
<p>~ Nebraska Safety Belt Use Report ^ Nebraska Crash Data Source: Fatality Analysis Reporting System (FARS)                      ++Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2016-2018. In order to stop the trend, a one percent reduction was applied to each year.                      ++ 2018 Nebraska HSIP Target set on a reduction of the current increasing trend by 1%.                      *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p>									
<b>Activity Performance Measures~</b>		<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
A-1	Safety Belt Citations Issued During Grant Funded Enforcement Activities (FY)	3,030	2,790	1,914	1,837	2,503	No Goals	No Goals	No Goals
A-2	Alcohol Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FY)	2,599	1,301	775	1,183	1,368	No Goals	No Goals	No Goals
A-3	Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)	20,105	17,415	15,513	22,788	16,375	No Goals	No Goals	No Goals
~Source: NDOR-HSO - Annual Grant Reports									
<b>Fatal, A and B Injury Crash Targets</b>		<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatal, A and B Injury Crashes		4,713	4,648	4,948	5,297	5,011	4,928	4,888	4,916
Alcohol-Impaired Fatal, A and B Injury Crashes		550	576	567	579	553	529	552	542
Speed-Related Fatal, A and B Injury Crashes		334	339	250	282	231	317	255	238
Youth-Involved Fatal, A and B Injury Crashes		1,300	1,246	1,343	1,464	1,349	1,296	1,323	1,313
All Other Factors - Fatal, A and B Injury Crashes		3,829	3,733	4,131	4,418	4,227	3,452	3,993	4,022
**Distracted Driver Fatal, A and B Injury Crashes		751	798	897	982	894	874	913	947
Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes		66	58	77	50	71	74	69	72
<p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries - NDOR                      **Distracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>									

## Program, Project and Activity Selection Process

The HSO utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2020) funding period.

## Performance Target Selections

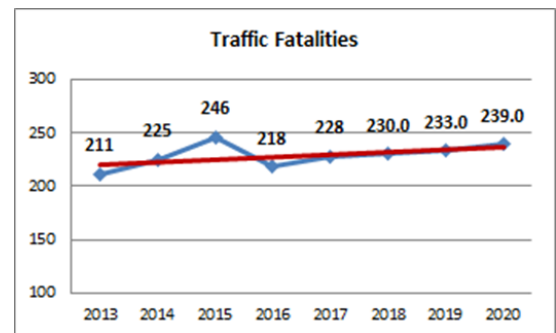
Performance targets, both short and long term, evolve from the problem identification process. Identified emphasis areas are selected from this process and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, National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

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

## Performance Target Justification

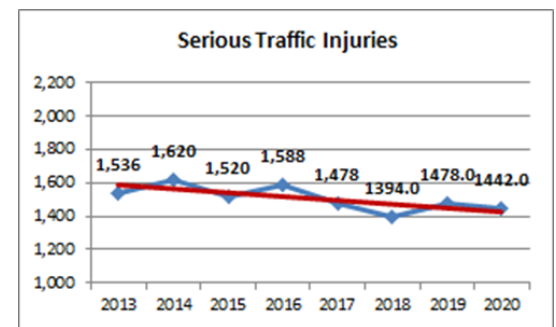
### C-1 Number of traffic fatalities (FARS)

To decrease the increasing trend for traffic fatalities by 2 percent from 226 (5 year rolling average in 2013-2017) to 239 by December 31, 2020.



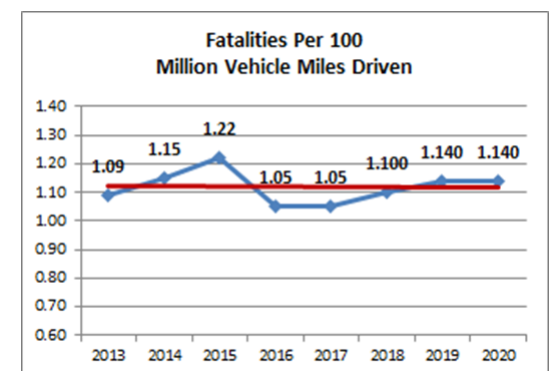
### C-2 Number of serious injuries in traffic crashes (State crash data files)

To decrease serious traffic injuries by 5.1 percent from 1,548 (5 year rolling average in 2013-2017) to 1,442 by December 31, 2020.



### C-3 Fatalities/VMT (FARS, FHWA)

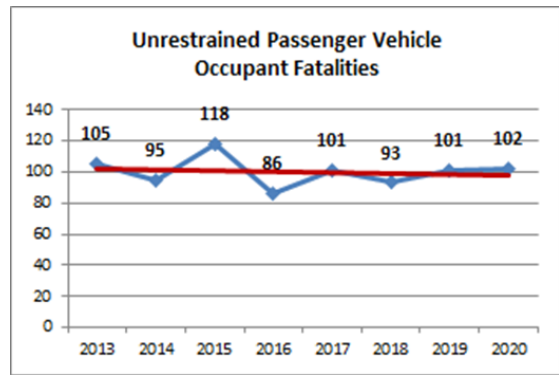
To decrease the increasing trend for fatalities/100 VMT by 2 percent from 1.12 percent (5 year rolling average in 2013-2017) to 1.14 by December 31, 2020.





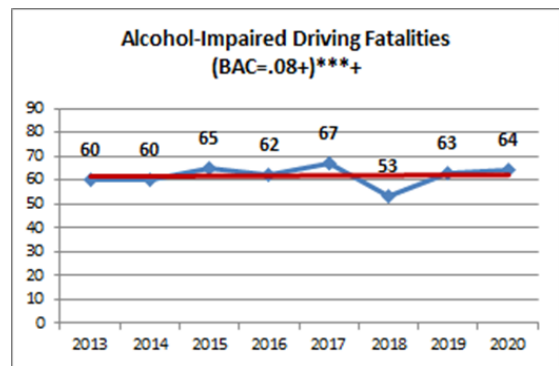
**C-4 Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from 102 (2013-2017 rolling average) to 102, by December 31, 2020.



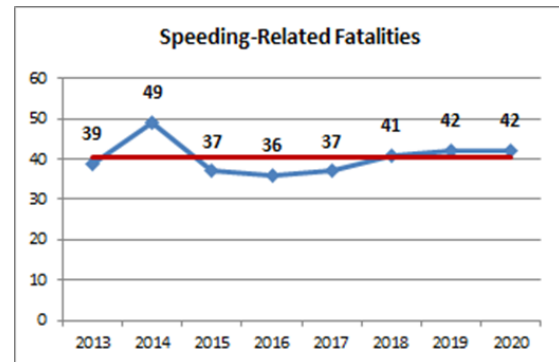
**C-5 Alcohol-Impaired Driving Fatalities (FARS)**

To decrease the increasing trend for alcohol-impaired driving fatalities by 2 percent from 63 (2013-2017 rolling average) to 64 by December 31, 2020.



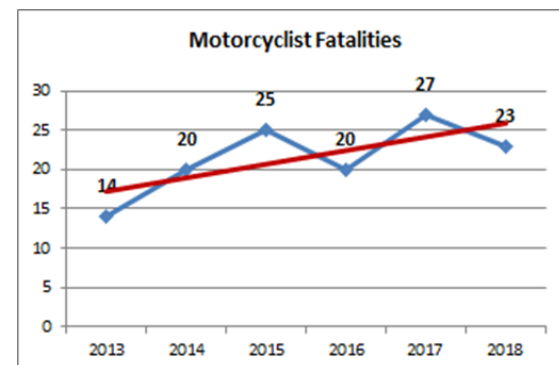
**C-6 Number of speeding-related fatalities (FARS)**

To decrease the increasing trend for speeding-related fatalities by 2 percent from 40 (2013-2017 rolling average) to 42, by December 31, 2020.



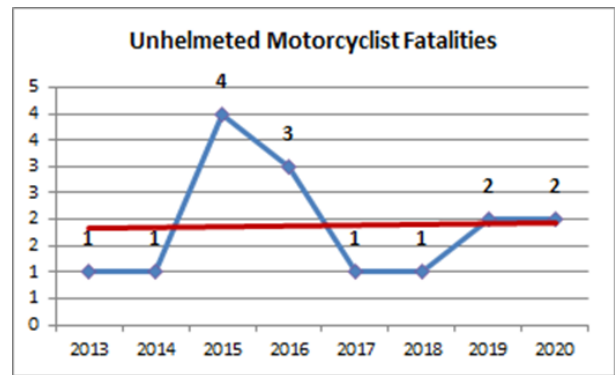
**C-7 Number of motorcyclist fatalities (FARS)**

To hold steady motorcyclist fatalities to 0 percent from 23 (2014-2018 rolling average) to 23, based on past trends, by December 31, 2020.



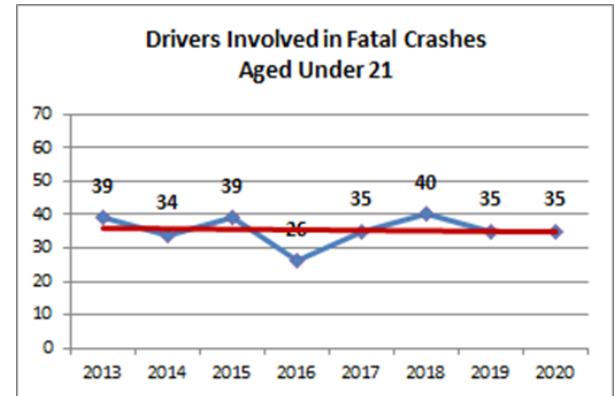
**C-8 Number of unhelmeted motorcyclist fatalities (FARS)**

To maintain unhelmeted motorcyclist fatalities by 0.0 percent from 2 (2014-2018 rolling average) to 2, based on past trends, by December 31, 2020.



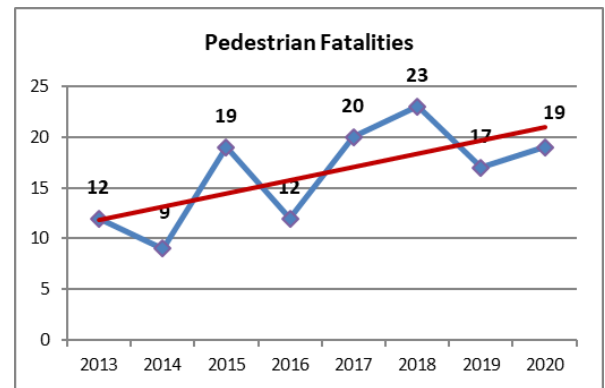
**C-9 Number of drivers age 20 or younger involved in fatal crashes (FARS)**

To reduce drivers age 20 and younger involved in fatal crashes by .5 percent from 35 (2014-2018 rolling average) to 35, based on past trends, by December 31, 2020.



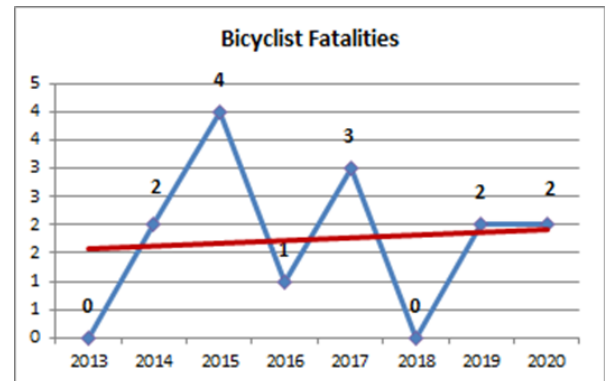
**C-10 Number of pedestrian fatalities (FARS)**

To decrease the increasing trend of pedestrian fatalities by 2.0 percent from 14 (2013-2017 rolling average) to 19, by December 31, 2020.



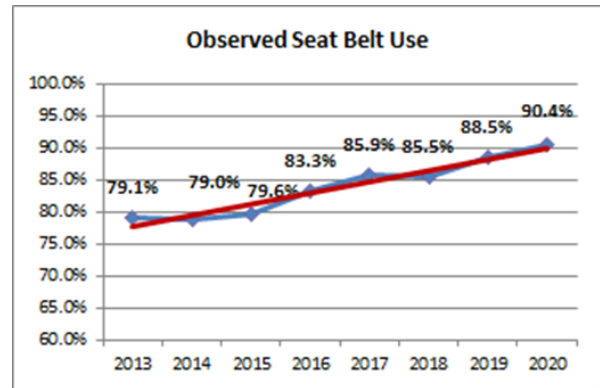
**C-11 Number of bicyclist fatalities (FARS)**

To maintain bicyclist fatalities from 1 (2014-2018 rolling average) to 1, based on past trends, by December 31, 2020.



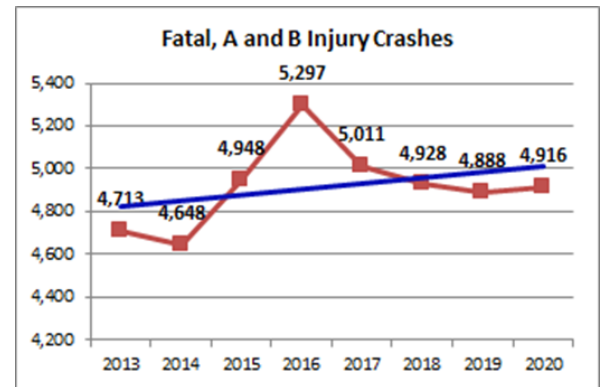
**B-1 Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 4.9 percentage points from the 2018 calendar year usage rate 85.5 percent to 90.4 percent by December 31, 2020.



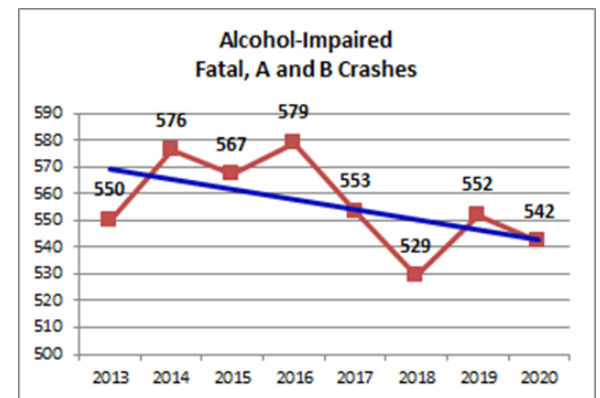
**HSO – Target: Fatal, A and B Crashes (State Crash Data)**

To decrease the increasing trend of fatal, A and B crashes by 1.0 percent from 4,966 (2014-2018 rolling average) to 4,868, based on past trends, by December 31, 2020.



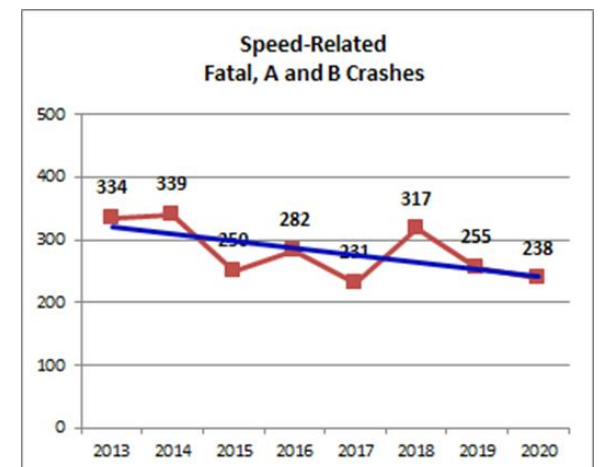
**HSO – Target: Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)**

Reduce alcohol-impaired fatal, A and B crashes by 3.4 percent from 561 (2014-2018 rolling average) to 542, based on past trends, by December 31, 2020.



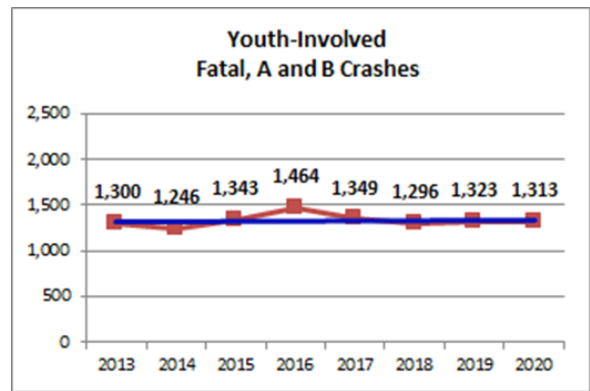
**HSO – Target: Speed-Related Fatal, A and B Crashes (State Crash Data)**

Reduce speed-related fatal, A and B crashes by 16.2 percent from 284 (2014-2018 rolling average) to 238, based on past trends, by December 31, 2020.



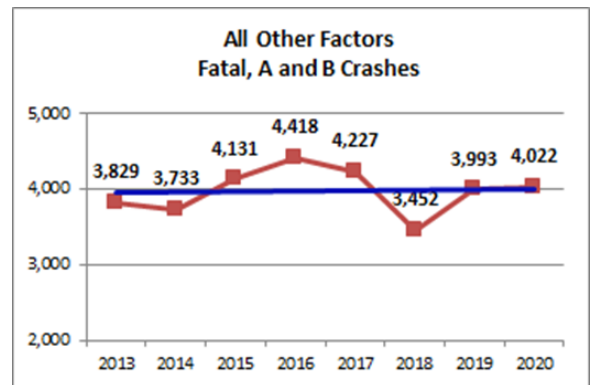
**HSO – Target: Youth-Involved Fatal, A and B Crashes (State Crash Data)**

Reduce youth-involved fatal, A and B crashes by 2 percent from 1,340 (2014-2018 rolling average) to 1,313, based on past trends, by December 31, 2020.



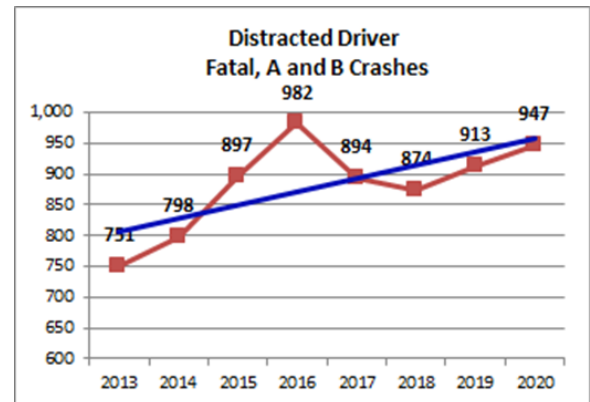
**HSO – Target: All Other Factors, Fatal, A and B Crashes (State Crash Data)**

Reduce all other factors, fatal, A and B crashes by 4.7 percent from 4,017 (2012-2016 rolling average) to 3,829, based on past trends, by December 31, 2019.



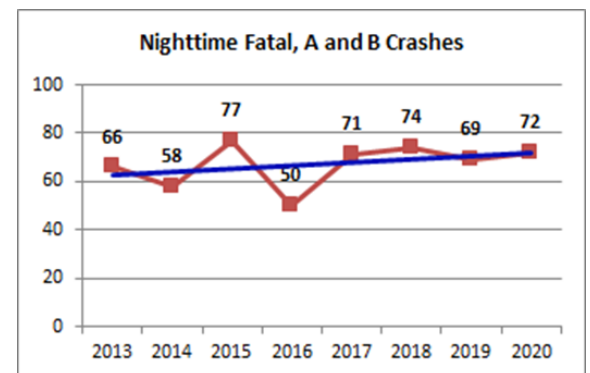
**HSO – Target: Distracted Driver, Fatal, A and B Crashes (State Crash Data)\***

To decrease the increasing trend of distracted driver fatal, A and B crashes by 2.0 percent from 864 (2013-2017 rolling average) to 947, by December 31, 2020.



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

To decrease the increasing trend of nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes to 3.0 percent from 66 (2014-2020 rolling average) to 68, based on past trends, by December 31, 2020.



## Program areas

### Program Area: Communications (Media)

#### **Paid Media**

In FY2020, the HSO will use federal highway safety funding and federal highway safety improvement funding to support paid marketing/advertising activities for several identified priorities of traffic safety subjects. The Highway Safety Office identifies and utilizes those marketing/advertising strategies that will be most effective in communicating those critical messages to the appropriate targeted demographic at the appropriate times.

- The HSO plans to continue to utilize these paid marketing/advertising opportunities where the messaging will be primarily targeted to 18 – 34 year old males: 1) television; 2) radio; 3) movie screens; 4) pump top/handle; 5) truck side billboards/banners; 6) billboards, 7) high school, collegiate and professional sports marketing; 8) social media/digital electronic ; and 9) print.
- The HSO will use media methods for: 1) Occupant Restraints (Click It or Ticket); 2) Impaired Driving (Buzzed Driving is Drunk Driving, Drive Sober or Get Pulled Over.); 3) Underage Drinking (Power of Parents, MADD); 4) Distracted Driving (U Drive. U Text. U Pay.); 5) Motorcycle Safety (Share the Road); 6) Child Passenger Safety (The Right Seat and Never Give Up Until They Buckle Up) and 7) Railroad Grade Crossing Safety (Operation Lifesaver).
- The HSO also enhances the volume of paid media marketing/advertising during the national Click It or Ticket Mobilization, Impaired Driving Mobilization, and the additional designated Click It or Ticket Mobilization. Special Underage Drinking campaigns are conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January. Additional, traffic safety messaging takes place in April for Distracted Driving Awareness Month, May for Motorcycle Awareness, 100 Days of Summer (occupant protection and distracted driving) and Child Passenger Safety, Seat Check Saturday in September and Drowsy Driving Awareness.

#### **Public Information and Education Materials**

In FY2020, the HSO will continue to support the traffic safety program with available printed Public Information and Education (PI&E) materials that are available for free to the general public. These brochures, posters, manuals, wallet cards, enforcement law visor cards, metal signs, and other items provide information on all traffic safety-related issues, including but not limited to, seat belts, air bags, child passenger safety, rail grade crossing safety, DUI prevention, bicycle/pedestrian safety, motorcycle safety, aggressive/distracted driving and weather-related driving issues. A materials catalogue and order form is available on the HSO website at: <http://dot.nebraska.gov/safety/hso/education/>.

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

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

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

### **Earned Media**

In FY2020, the HSO will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health and Human Services, the Department of Motor Vehicles, the Department of Transportation, local agencies/organizations and Drive Smart Nebraska Members to assist with kick off news conferences for the national and state traffic safety mobilizations and high profile activities (i.e., Child Passenger Safety Week in September and Distracted Driving Awareness in April, etc.).

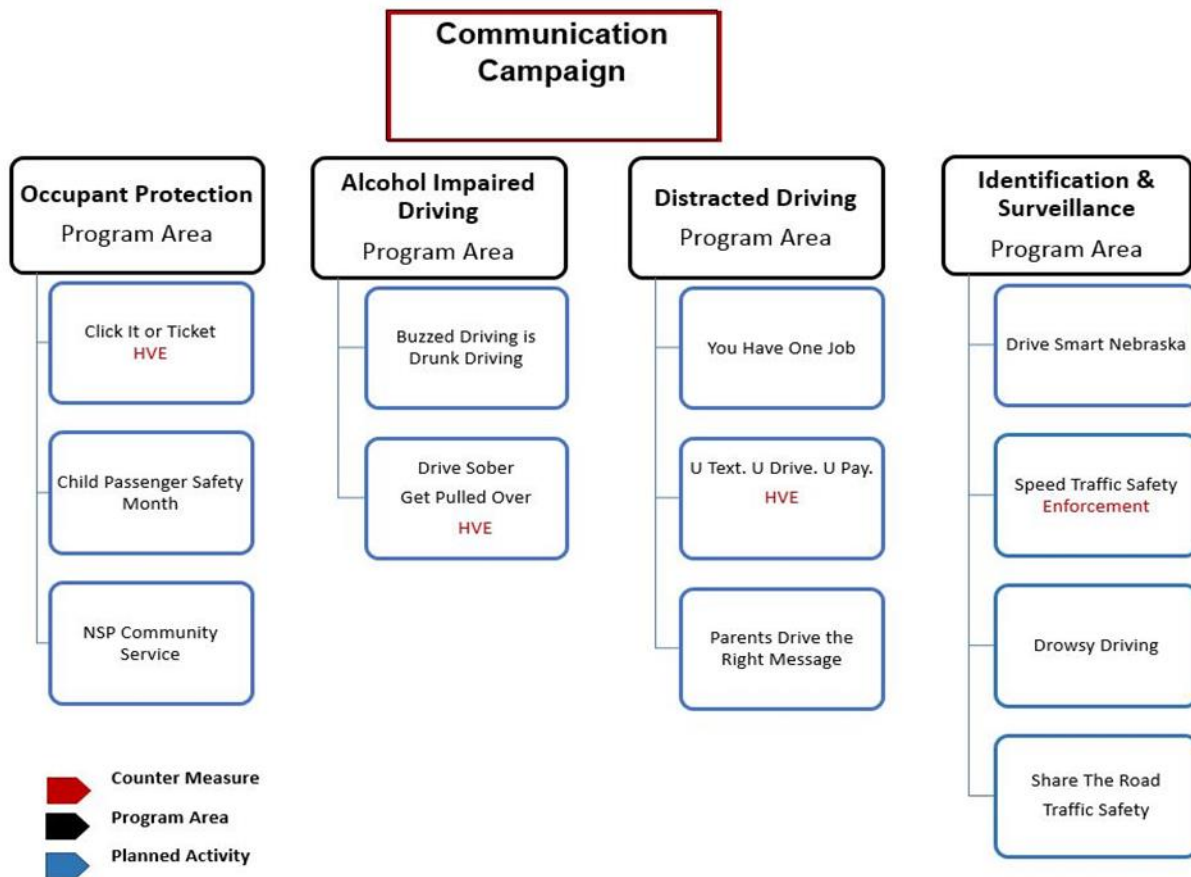
The HSO (along with Nebraska Department of Transportation) issues local news releases regarding the grant awarded special equipment for law enforcement agencies. All law enforcement operation grants require, as a condition of the grant, that the grant recipient agency must hold a local news conference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

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

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

### **Social Media**

The HSO has continued to expand the marketing/advertising of traffic safety-related information via the social networking sites. The HSO has used social marketing, through the mini-grant contracts, with contractors to increase awareness for seat belt use, distracted driving, and high-visibility enforcement periods. Additionally, HSO works with DHHS, NDOT, NSP and Drive Smart Nebraska (DSN) to increase impressions, across the state, using social media to expand messaging through our stakeholders at the local level. The Nebraska Department of Transportation included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, Instagram and other highly utilized platforms remains an essential goal for FY2020.



### Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (40% daytime and 60% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 22 Priority Counties (see above) FY2020 provides an additional 4,800+ hours of enforcement with approximately 55-65 agencies, most from rural areas of the State. Evidence-Based Traffic Safety Enforcement Program (TSEP)/High Visibility Enforcement.

### NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units

The NDOT-HSO provides the Nebraska State Patrol (NSP) with grant funding assistance that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

## **Child Passenger Safety Program**

Nebraska's comprehensive program is supported through education and outreach as follows:

The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST's. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST's and instructors to attend and receive continuing education units to maintain certification.

The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties.

### **Urban Population**

HSO will support 24 inspection station events, in metro areas, and reach approximately 725 parents/caregivers and/or guardians.

HSO will support another 30 community check events that will reach approximately 1,000 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 850,000 Nebraskans.

### **Rural Population**

HSO will support 216 inspection station events, in our rural counties, and reach approximately 1,300 parents/caregivers and/or guardians.

HSO will support another 110 community check events that will reach approximately 1,200 parents/caregivers and/or guardians.

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019, reaching approximately 1,050,000 Nebraskans (earned, paid and social media avenues).



**At-Risk Population (Rural and Nighttime)**

- Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.
- The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.
- There were 73 nighttime fatalities (6 PM – 6 AM) and 51 (69%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017 data source.
- Rural nighttime fatalities show that 51 individuals were killed and 40 (78%) were unrestrained.
- Urban nighttime fatalities indicate that there were 22 individuals killed and 19 (86%) were unrestrained.

HSO will serve the “rural at-risk” at population through 240 inspection station events (80% rural) and 140 check events (79% rural).

The HSO Communication Campaign will support CPS Month in September; National Seat Check Saturday, September 2020 and continued education and outreach regarding the new child safety seat law that became effective January 2019. It is estimated that the campaign will reach approximately 650,000 “at-risk” Nebraska families.

**Planned Activities**

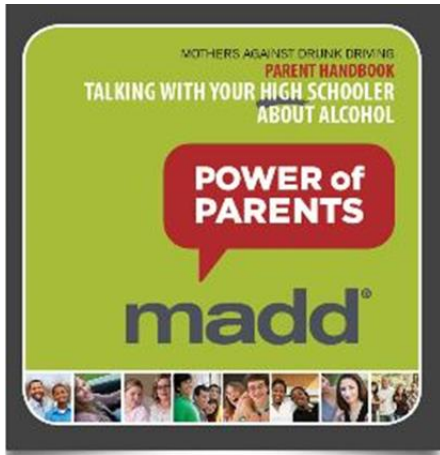
**Planned Activity: Youth Public Information & Education**

Planned activity number: IS-2020-19-00-00

**Planned Activity Description**

Grant funding for the HSO for the development/creation/production of educational messaging. This does include print, electronic, messaging, and multimedia campaign (including social media and paid media) messaging. Funding for local agencies/organizations to use the mini-grant agreements to support youth traffic safety initiatives (i.e., GDL laws, Teens in the Driver’s Seat, parent/teen driver agreements, SADD Chapters, Power of Parents and outreach in the high schools), the purchase of educational related equipment, and funding to carry out/maintain the underage drinking toll-free tip line will also be available.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$100,000.00	\$25,000.00	\$25,000.00



**Planned Activity: Traffic Safety Public Information & Education**

Planned activity number: IS-2020-24-00-00

**Planned Activity Description**

Grant funding for HSO for the production/development/creation/ of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), and local agency/organizations using the mini-grant agreement process, and educational related equipment purchases specific to traffic safety. Funds to assist in the reduction of unintentional related injuries/fatalities through increased education regarding pedestrian safety, driver behavior at railroad crossings and bicycle safety.

Utilize an experienced traffic safety public opinion survey firm to conduct a scientific and statistically valid statewide public opinion survey of Nebraska drivers to establish an annual baseline for measurement of driver’s attitudes and behaviors.

Work with community non-profits to reach a diverse audience (Hispanic and Arabic) to extend the reach of NHTSA’s campaign calendar and resources offered on Traffic Safety Marketing and Drive Smart Nebraska

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$110,000.00	\$27,500.00	\$27,500.00

## Planned Activity: Motorcycle Public Information and Education

Planned activity number: M9MA-2020-01-00-00

### Planned Activity Description

#### Motorcycle Safety Training

NDOT-HSO will provide funding to Department of Motor Vehicles (DMV) for Motorcycle Instructor Update Class, New Motorcycle Instructor Training, and Quality Assurance Training and Visits. Additional opportunities for training will include International Education and Training System (IRETS) Conference, 3-Wheel Basic Rider Course (3WBRC), and New Curriculum Online Training.

#### Motorcycle Public Information & Education (Communication Campaign)

NDOT-HSO will use a variety of mediums (print, digital, broadcast and social) to raise awareness, inform the motoring public and support national campaigns: Motorcycle Awareness Month in May, Share the Road campaign, and “Look Twice Save a Life” in target counties and across the state. NDOT-HSO will work with Impaired Driving Task Force and the Drive Smart Nebraska members to provide mini-grant funding to target counties to increase public education and awareness around helmet use and motorcycle safety on the rural roads. Our member partners (safety councils, local health departments, law enforcement, DHHS, Injury Prevention, and the Brain Injury Alliance of NE) will support messaging and provide additional education through newsletters, electronic mailings and social media. The bulk of the campaign initiatives will be conducted during the heaviest riding season (March – November).

### COMMUNICATION CAMPAIGN (405F)

#### TARGET:

- To decrease the increasing trend for traffic fatalities by 2 percent from 226 (5 year rolling average in 2013-2017) to 239 by December 31, 2020.
- Nebraska’s target is to decrease the increasing trend for motorcyclist fatalities by 2 percent from 21 (2013-2017 5 year rolling average) to 24, by December 31, 2020.

#### OBJECTIVES

- The objectives of this project are to; increase the public’s knowledge, in targeted counties, to reduce the incidence of motorcycle crashes, increase motorcycle awareness with the motoring public, and support traffic safety messaging through media campaigns, social media, education and enforcement.
- The objectives are to increase the educational messages to priority counties, across the state, through funding specifically aimed at supporting motorcycle awareness, to motivate the public to look for motorcyclists, and encourage law enforcement to provide citations when the law is not followed.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$55,000.00	\$13,750.00	\$0.00

## Planned Activity: Alcohol Public Information & Education

Planned activity number: AL-2020-10-00-00 and 405D-20-12

### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$34,000.00	\$8,500.00	\$8,500.00
FAST Act NHTSA 405D	Impaired Driving	\$300,000.00	\$75,000.00	\$75,000.00

## Planned Activity: Occupant Protection Public Information and Education

Planned activity number: M2PE-2020-10-00-00

### Planned Activity Description

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

HSO will carry out campaigns to increase belt use by providing mini-grant funds to organization that support occupant protection at the community level and to organizations that can reach a diverse audience in our 22 Priority Counties. Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads.

#### Location: Rural Traffic Crashes

Age Group	Killed	Used	Not Used
<15	4	2	2
15-19	19	7	12*
20-24	18	4	14*
25-34	14	4	10*
35-44	19	5	14*
45-54	14	6	8*
55-64	18	3	15*
65-74	9	4	5
>75	6	3	3
<b>Total</b>	<b>121</b>	<b>38</b>	<b>83 (68.5%)</b>

\* Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

#### Location: County Road Crashes

Age Group	Killed	Used	Not Used
<15	2	1	1
15-19	8	3	5
20-24	7	0	7*
25-34	7	2	5*
35-44	6	1	5
45-54	4	1	3*
55-64	7	0	7*
65-74	4	1	3
>75	0	0	0
<b>Total</b>	<b>45</b>	<b>9</b>	<b>36 (80%)</b>

\* Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

#### Urban

#### Location: Urban Traffic Crashes

Age Group	Killed	Used	Not Used
<15	1	0	1
15-19	7	1	6*
20-24	7	1	6*
25-34	11	0	11*
35-44	6	0	6*
45-54	2	1	1
55-64	6	2	4*
65-74	5	2	3
>75	6	4	2
<b>Total</b>	<b>51</b>	<b>11</b>	<b>40 (78%)</b>

\* Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low Public Education (FAST)	\$160,000.00	\$40,000.00	\$0.00

**Planned Activity: Occupant Protection Public Information & Education**

Planned activity number: OP-2020-04-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$550,000.00	\$137,500.00	\$137,500.00

**Planned Activity: Distracted Driving Public Information & Education**

Planned activity number: DD-2020-13-00-00

Planned Activity Description



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

provide funds to HSO to support National Teen Driver Safety Month in October and to support distracted driving awareness month in April. HSO will assist local organizations with mini-grant agreements to increase public awareness in the 22 priority counties.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Distracted Driving (FAST)	\$110,000.00	\$27,500.00	\$27,500.00

**Planned Activity: Drowsy Driving Public Information & Education**

Planned activity number: IS-2020-29-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$25,000.00	\$6,250.00	\$6,250.00

**Planned Activity: Planning and Administration**

Planned activity number: PA-2020-01-00-00

Planned Activity Description

This project supports the HSO’s basic administrative operational staff and facility resources to deliver programs that meet the program goals and objectives to reduce motor vehicle crashes, injuries and deaths. Funding for the HSO’s administrative operations include the personal services costs: for the Nebraska Highway Safety Administrator and the HSO staff assistant and accountant. Also included are related office supplies, travel and membership expenditures. Matching funds for administration related costs are available from the Nebraska Department of Transportation cash fund. State cash funding will match each federal dollar expended in this project. This project is responsible for collaborating with partners in transportation safety, public safety, and injury-control programs in both the public and private sectors. The performance measures for this project are as follows: Quality and timeliness of annual programs, plans and evaluation reports, actively participate in statewide multidisciplinary transportation safety, public safety and injury-control programs. The Director of the Department of Motor Vehicles (DMV) has authorized the use of state funds of the DMV Licensing and Vehicle Services Divisions for soft matching the federal highway safety funding. HSO maintains documentation from the DMV to meet the requirements of NHTSA Order 452-6C. This documentation is on file for each fiscal year.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Planning and Administration (FAST)	\$160,000.00	\$160,000.00	\$0.00

**Planned Activity: Traffic Safety Program Coordination**

Planned activity number: IS-2020-23-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$175,000.00	\$43,750.00	\$0.00

**Planned Activity: Occupant Protection Program Coordination**

Planned activity number: OP-2020-03-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$0.00

**Planned Activity: Youth Program Coordination**

Planned activity number: IS-2020-21-00-00

Planned Activity Description

Grant funding for the HSO for the Traffic Safety Specialist staff time, personal services, travel, and materials for development/creation/production of educational messaging. This includes print and electronic messaging, multimedia campaigns (including social media and paid media), funding for local agencies/organizations to use the mini-grant agreements to support youth initiatives, the purchase of educational related equipment.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Identification and Surveillance (FAST)	\$40,000.00	\$10,000.00	\$0.00

**Program Area: Impaired Driving (Drug and Alcohol)**

**Planned Activity: Alcohol Program Coordination**

Planned activity number: AL-2020-09-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00	\$25,000.00	\$0.00

**Planned Activity: NE Collegiate Consortium to Reduce High-Risk Drinking**

Planned activity number: AL-2020-06-00-00

Planned Activity Description

Funding will provide further the development of the Nebraska Collegiate Consortium (NCC) to Reduce High Risk Drinking project. This will provide technical assistance to develop institutionally specific strategic plans. Campus/community initiatives to reduce high-risk drinking with supporting brief intervention programs are working. Liaison with national meetings and organizations, providing skill-building opportunities, maintaining an effective educational website and list serve, providing technical assistance on the analysis of existing databases, and the development of new annual surveys will all be available. This project has developed the CAP (College Alcohol Profile) a web-based interactive brief intervention program that provides students with immediate personalized and localized feedback about their drinking practices compared to those of their college peers. The NCC will sustain program initiatives directed at soliciting parental involvement and support to reduce high-risk drinking through The Power of Parenting website targeting the parents of entering 18-20 year old students, at higher-learning institutions. The NCC also continues to expand the Year One College Alcohol Profile (Y1CAP) a web-based brief prevention



program designed to correct the misperceptions about alcohol use among incoming first year students. It is also the only program with a customized brief intervention available to all participating colleges (currently 27 member institutions).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$183,723.00	\$39,512.50	\$0.00

**Planned Activity: Project Night Life Expansion**

Planned activity number: AL-2020-40-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$116,593.00	\$33,876.25	\$135,505.00

**Planned Activity: Alcohol Selective Overtime Enforcement**

Planned activity number: AL-2020-12-00-00 and 402D-20-13

Planned Activity Description

Funding is for the state and local law enforcement agencies through the mini-grant agreement process for selective alcohol overtime enforcement, which includes but is not limited to, alcohol compliance checks, saturation patrols, sobriety checkpoints, shoulder tap operations and the national impaired driving crackdowns. Law enforcement agencies shall identify specific locations, time of day, day of week, relating to alcohol fatal, A and B injury crashes. Preferred status for the priority counties is always considered. Participating agencies receive assistance for overtime salaries. Agencies with breath testing evidence collection instrumentation with maintenance problems, supplies, and replacement materials, may be provided and/or supported to maintain the state existing breath testing infrastructure.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$45,000.00	\$61,250.00	\$40,500.00
FAST Act NHTSA 405D	Impaired Driving	\$200,000.00	\$11,250.00	\$200,000.00

**Planned Activity: Enforcing Underage Drinking Laws**

Planned activity number: AL-2020-22-00-00

Planned Activity Description

This grant provides funding to the HSO to use the mini-grant agreement process for enforcing underage drinking laws through alcohol enforcement operations targeting underage drinking and binge drinking offenders may also coincide with state and national impaired driving crackdowns. Participating state and local law enforcement agencies use funding assistance for the operational cost of these special enforcements. All of these operations will target those activities that contribute to alcohol fatal, A and B injury crashes. Funds will be prioritized to support the 22 target counties, however all counties maybe provided funding as deemed appropriate.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$40,000.00	\$10,000.00	\$20,000.00

**Planned Activity: Traffic Training**

Planned activity number: AL-2020-25-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$35,000.00	\$8,750.00	\$21,000.00

**Planned Activity: Prosecutorial Response to DUI Crime**

Planned activity number: AL-2020-39-00-00

**Planned Activity Description**

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$132,500.00	\$33,125.00	\$0.00

**Planned Activity: Judicial Prosecution Training**

Planned activity number: AL-2020-41-00-00

**Planned Activity Description**

This project provides funding using the mini-grant agreement process for judicial training opportunities. Grants are to the Nebraska Supreme Court’s Judicial Branch Education Division to bring faculty from the National Judicial College (NJC) to Nebraska to provide traffic-related training to Nebraska or to send judges to the College and to bring presenters to the annual judge’s conference. Expenditures may include fees for the NJC and expenses related to the individual judges attending the training. Additional awards for other judicial training are encouraged.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Funding Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$20,000.00	\$5,000.00	\$0.00

**Planned Activity: Court Monitoring Evaluation and Education Project**

Planned activity number: AL-2020-17-00-00

**Planned Activity Description**

Funding will be provided to Mothers Against Drunk Driving (MADD) Nebraska to continue to focus on impaired driving issues as well as child endangerment pertaining to DUI across the state. This grant will focus on 15 priority counties identified by HSO. This project will maintain a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether consistent sentencing is utilized across the state. Information gathered through the court-monitoring program is used to advocate for change and raise public awareness about impaired driving issues and the cost of alcohol-related harms to communities. This project will also advocate for

appropriate improvement to community stakeholders (prosecutors, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Estimated Funding Amount	Local Benefit
FAST Act NHTSA 402	Alcohol (FAST)	\$184,704.00	\$46,176.00	\$184,704.00

## Program Area: Occupant Protection (Adult and Child) Passenger Safety)

### Nebraska Occupant Protection Plan

#### How Significant is the Problem?

On Nebraska roadways, there were 505 unbelted vehicle occupant fatalities during 2013-2017, which is an average of 101 fatalities per year. This accounts for 45% of all traffic fatalities during the five-year period and approximately 56% of all vehicle occupant fatalities.

During 2013-2018, reported safety belt usage in Nebraska had a range of 79.1% in 2013, 79.0% in 2014, 79.6% in 2015, 83.3% in 2016, 85.9% in 2017 and 86.0% in 2018.

In 2018, the annual seat belt observation, of children observed 97.3% (urban counties) were in child safety seat/booster seats and 97.6% (rural) were in child safety seat/booster seats.

Of those observed in safety seat/ booster seats, 95% were in the rear seat of the vehicles observed and 5% were in the front seat. Of the small number of children not in safety seat/booster seats, 16.7% were in front seats; 2.4% in rural counties were not in safety seat/booster seats and 2.7% in urban counties.

#### What is the Nebraska Target?

To decrease the increasing trend for unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from 102 (2013-2017 rolling average) to 102, by December 31, 2020.

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.9 percentage points from the 2018 calendar year usage rate 85.5 percent to 90.4 percent by December 31, 2020.

#### Countermeasure Strategy

Nebraska will implement data-driven programs to improve seat belt use and child restraint use for the following at-risk populations: drivers on rural roadways and unrestrained nighttime drivers.

Evidence-Based Traffic Safety Enforcement Program (TSEP) will be utilized.

**Conditions and Factors:**

Rural unbelted vehicle occupant fatalities outpaced urban unbelted vehicle occupant fatalities by 58% (121). County road unbelted vehicle occupant fatalities accounted for approximately 37% (45) of the rural unbelted vehicle occupant fatalities with 80% (36) non-use, for occupant protection, on county roads. The urban traffic crashes accounted for 42% (51) of the unbelted vehicle occupant fatalities. In alcohol-involved fatal crashes, there were 55 fatalities reported in 2017 and 94% (47) were unbelted vehicle occupant fatalities.

**Location: Rural Traffic Crashes**

Age Group	Killed	Used	Not Used
<15	4	2	2
15-19	19	7	12*
20-24	18	4	14*
25-34	14	4	10*
35-44	19	5	14*
45-54	14	6	8*
55-64	18	3	15*
65-74	9	4	5
>75	6	3	3
<b>Total</b>	<b>121</b>	<b>38</b>	<b>83 (68.5%)</b>

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Location: County Road Crashes**

Age Group	Killed	Used	Not Used
<15	2	1	1
15-19	8	3	5
20-24	7	0	7*
25-34	7	2	5*
35-44	6	1	5
45-54	4	1	3*
55-64	7	0	7*
65-74	4	1	3
>75	0	0	0
<b>Total</b>	<b>45</b>	<b>9</b>	<b>36 (80%)</b>

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

**Urban**

**Location: Urban Traffic Crashes**

Age Group	Killed	Used	Not Used
<15	1	0	1
15-19	7	1	6*
20-24	7	1	6*
25-34	11	0	11*
35-44	6	0	6*
45-54	2	1	1
55-64	6	2	4*
65-74	5	2	3
>75	6	4	2
<b>Total</b>	<b>51</b>	<b>11</b>	<b>40 (78%)</b>

\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017

There were 73 nighttime fatalities (6 PM – 6 AM) and 51 (69%) are defined as rural, using the Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017 data source.

Rural nighttime fatalities show that 51 individuals were killed and 40 (78%) were unrestrained.

Urban nighttime fatalities indicate that there were 22 individuals killed and 19 (86%) were unrestrained.

**Location: Nighttime Fatalities (6 PM – 6 AM)**

Age Group	Killed	Used	Not Used
<15	1	0	1
15-19	17	4	13
20-24	11	1	10
25-34	14	2	12
35-44	11	1	10
45-54	6	2	4
55-64	8	2	6
65-74	3	1	2
>75	2	1	1
<b>Total</b>	<b>73</b>	<b>14</b>	<b>59 (80%)</b>

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

**Location: Rural Nighttime Fatalities (6 PM – 6 AM)**

Age Group	Killed	Used	Not Used
<15	0	0	0
15-19	14	4	10
20-24	8	1	7
25-34	8	2	6
35-44	6	1	5
45-54	6	2	4
55-64	6	1	5
65-74	2	0	2
>75	1	0	1
<b>Total</b>	<b>51</b>	<b>11</b>	<b>40 (78%)</b>

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

**Location: Urban Nighttime Fatalities (6 PM – 6 AM)**

Age Group	Killed	Used	Not Used
<15	1	0	1
15-19	3	0	3
20-24	3	0	3
25-34	6	0	6
35-44	5	0	5
45-54	0	0	0
55-64	2	1	1
65-74	1	1	0
>75	1	1	0
<b>Total</b>	<b>22</b>	<b>3</b>	<b>19 (86%)</b>

*\*Unkown included, Standard Summary of Nebraska, Motor Vehicle Traffic Accidents, 2017*

**Nebraska Occupant Protection Coordination**

The NDOT-HSO Traffic Safety Specialist, Simera Reynolds, serves as the State’s Occupant Protection Coordinator. The NDOT-HSO is the lead agency in developing and implementing occupant protection programs in Nebraska and provides leadership, training, and technical assistance to other State agencies and local partners. In the FY2020 HSP, a multi-year strategic plan based upon Nebraska data has been

developed. This plan is used to guide activities and set measurable and achievable targets for increasing seat belt and child restraint use.

#### **Occupant Protection Planned Activities**

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaigns
- Sustained Statewide Enforcement Operations (Day and Night)
- Nebraska State Patrol Community Service Outreach (Persuader/Rollover/Seat Belt Convincer/Friday Night Lights)
- Child Passenger Safety Program (Inspection Stations and Checkup Events)
- Child Passenger Safety Update for CPST's (April 2020)
- Drive Smart Nebraska Work Group (occupant protection)
- Teens in the Driver Seat
- Occupant Protection Assessment (Feb. 2020)

#### **Nebraska Planned Participation in the Click It or Ticket National Mobilization**

- Nebraska will participate in the CIOT national mobilization in FY2020. The NDOT-Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period (60% of funding to support nighttime enforcement activity). In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.
- In addition to the expected earned media generated by the mobilization activity, beginning May 2020 the NDOT- HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The CIOT campaign will carry out pre and post-paid media.
- Furthermore, the nationally designated CIOT enforcement period of May 2020, the NDOT-HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations (60% of funding to support nighttime enforcement).
- Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement occurring during November, Thanksgiving Holiday time frame, 2019 (60% of funding to support nighttime enforcement) .

#### **Communication Campaign (paid, earned and social media)**

The NDOT-HSO uses an extensive combination of electronic, print, and non-traditional methods of earned, paid and social media to reach statewide but targeting the high-risk group, primarily males ages 16 – 34, with safety belt messages. With only one state university, we use the University of Nebraska sports marketing as one of the best venues to reach the Nebraska resident audience. In addition, the NDOT-HSO utilizes other sports marketing opportunities (baseball, arena football, and hockey). Secondary target audience are those using car safety seats, the inspection stations and/or community check events to ensure proper use and installation of child safety seats and occupant restraints all ages. The NDOT-HSO provides grant funding to other partners (safety councils, Brain Injury Alliance of Nebraska, community service organizations, local public health departments, hospitals and high schools) to aid in promoting seat belt use (all ages and every seating position) messaging. The NDOT-HSO will support Child Passenger Safety Awareness month and work to educate parents, caregivers and the public to promote child safety in the community. Keeping children safe extends past car seats, but the Seat Check Saturday provides a unique opportunity to work with technicians, the public and community members to increase awareness.

### **Sustain Statewide Enforcement Operations (Day & Night)**

In addition to the statewide Click It or Ticket mobilization (national in May and the State designated event in November). The HSO provides grant funding to state and local law enforcement agencies for targeted occupant restraint enforcement (50% daytime and 50% nighttime) and a majority being weekend operations with priority given to the top 20 counties with the highest fatal and serious injury crashes. The 22 Priority Counties (see above) FY2020 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State.

### **NSP CSO Persuader/Rollover/Seat Belt Convincer Demonstration Units**

The NDOT-HSO provides the Nebraska State Patrol (NSP) with grant funding assistance that targets high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

### **405(b) Occupant protection grant**

Planned Participation in Click-it-or-Ticket

Nebraska Planned Participation in the Click It or Ticket National Mobilization

Nebraska will participate in the CIOT national mobilization in FY2020. The NDOT- Highway Safety Office (HSO) generally awards between 55 and 70 grants for overtime enforcement assistance to local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol. This results from 7,500 to 10,000 additional hours of occupant restraint targeted enforcement operations during the designated mobilization period. In addition, a dozen or more enforcement agencies do report that they will participate in the enforcement effort without funding assistance.

In addition to the expected earned media generated by the mobilization activity, beginning May 2020, the HSO will conduct a paid media campaign for CIOT that will support the state's designated enforcement



effort. The paid media will include electronic (radio, TV, movie screen, and social media marketing), print (newspaper and magazine), and billboard (gas pump and truck side). The campaign messaging will continue beyond the enforcement operation until June 2020.

In addition to the nationally designated CIOT enforcement period of May 2020, the HSO annually designates Thanksgiving week as a Nebraska CIOT mobilization. The FY2020 Thanksgiving CIOT campaign will run November 2019, with overtime funding assistance awarded to from 55 to 70 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations.

Grant support for this Nebraska CIOT mobilization of the day and night occupant restraint targeted enforcement expenditure will support approximately an added 7,500 hours with the enforcement occurring during the November 2019, designated time period.

### Child restraint inspection stations

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training
- Occupant Protection Public Information and Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 164

Total number of planned inspection stations and/or events in the State serving each of the following population categories:

Nebraska Child Passenger Inspection Stations					
Counties Served by Population Total					
	County	Population		County	Population
1	Adams	31,511	28	Jefferson	7,097
2	Antelope	6,685	29	Kearney	6,544
3	Boone	5,239	30	Keith	8,021
4	Box Butte	10,772	31	Lancaster	31,7272
5	Boyd	1,955	32	Lincoln	35,185
6	Buffalo	49,615	33	Logan	749
7	Burt	6,488	34	Madison	35,392
8	Butler	8,058	35	Merrick	7,733
9	Cass	26,159	36	Morrill	4,686
10	Clay	8,446	37	Nance	3,532
11	Colfax	10,881	38	Nuckolls	4,195
12	Cuming	8,940	39	Phelps	8,996
13	Dawes	8,716	40	Pierce	7,142
14	Dawson	2,370	41	Polk	5,278
15	Dodge	36,791	42	Rock	1,360
16	Douglas	566,880	43	Sarpy	184,459
17	Fillmore	5,527	44	Saunders	21,303
18	Franklin	3,023	45	Seward	17,318
19	Frontier	2,608	46	Sheridan	5,190
20	Furnas	4,715	47	Sioux	1,187
21	Gage	21,493	48	Stanton	5,970
22	Gosper	1,996	49	Thayer	5,039
23	Greely	2,356	50	Thurston	7,303
24	Hall	61,607	51	Washington	20,667
25	Hamilton	9,280	52	Wayne	9,403
26	Harlan	6,401	53	Webster	3,533
27	Holt	10,178	54	York	13,772
		<b>TOTAL</b>			<b>1,667,016</b>
	<b>Total State Population</b>				<b>1,929,268</b>
	<b>Percent of Counties Represented</b>				<b>86.4%</b>

Source: Population Estimate as of July 2018, U.S. Census Bureau, 2018

urban, rural, and at-risk:

Populations served - urban: 850,000

Populations served - rural: 1,058,000

Populations served - at risk: 650,000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

### **Child passenger safety technicians**

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

- Child Passenger Safety CSS Purchase and Distribution
- Child Passenger Safety Training

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 4

Estimated total number of technicians: 75

### **Child Passenger Safety Program**

Nebraska's comprehensive program is supported through education and outreach as follows:

- The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST's. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST's and instructors to attend and receive continuing education units to maintain certification.
- The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. HSO will provide LATCH manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).
- The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties.

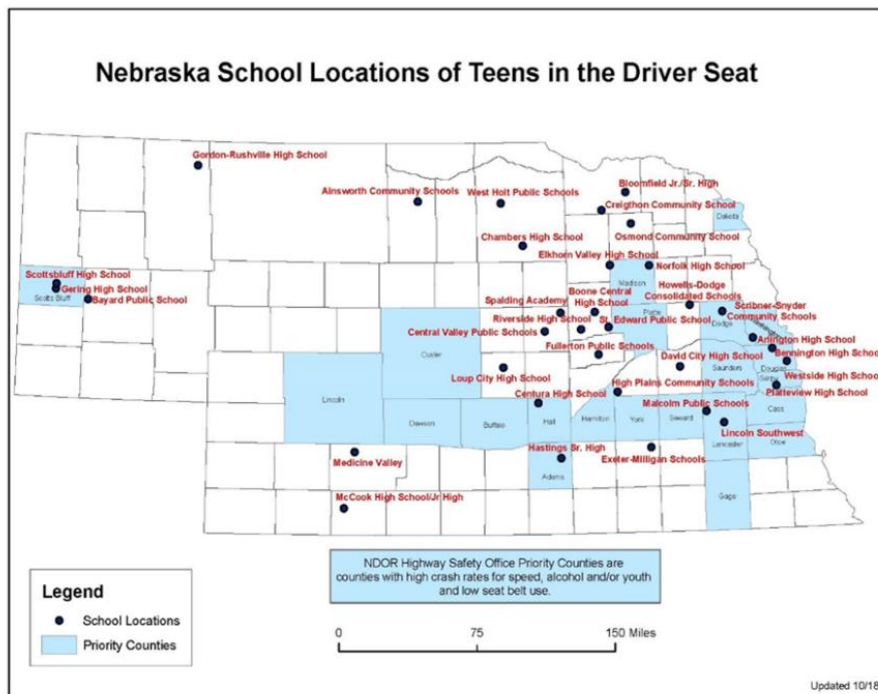
### **Drive Smart Nebraska ad hoc Work Group**

The NDOT-HSO works directly with the Drive Smart Nebraska (DSN) ad hoc work group consisting of 48 public and private partners, committed to using evidenced-based programs and policies to increase occupant restraint use, educate communities, and carry out promotional messaging through the year. The work group meets quarterly, utilizes DSN toolkits to increase education and outreach. The toolkits provide a consistent traffic safety message to increase seat belt use, reduce unintentional injury and carry out road safety messaging in our communities and across the state. DSN members apply for mini-grants to carry out occupant protection campaigns (billboards, radio, Movie Theater pre-roll and banners). <https://drivesmartne.org/>

### Teens in the Driver Seat

The NDOT-HSO provides funding for the Teens in the Driver Seat (TDS) program to be implemented across the state to address teen crashes and occupant protection use. Teens in the Driver Seat is a nationally recognized teen driven peer-to-peer educational program that focuses solely on traffic safety and addresses all major driving risks (low seat belt use, alcohol, speeding, distractions, night time driving) for this age group.

Funding provided to Nebraska Department of Health and Human Services, Injury Prevention for TDS allows for 32 rural schools across the state to participate in program initiatives to reduce teen crash rates and increase occupant protection use.



### Child Passenger Safety Program

Nebraska’s comprehensive program is supported through education and outreach as follows:

- The NDOT-HSO will carry out a minimum of four Child Passenger Safety Technician (CPST) Trainings across the state to increase certified technicians, adding approximately 80 new CPST’s. These additional CPSTs will support the inspection stations and community check events. HSO will provide printed materials, LATCH and logistics to carry out trainings. The state will hold one annual Update for all current CPST’s and instructors (391) to attend and receive continuing education units to maintain certification.
- The state will support approximately 19 inspection stations across the state and add two additional stations (Custer and Platte counties) in FY2020 to support at-risk and rural populations. The rural, at-risk populations, have low seat belt usage as identified in our 22 Priority Counties. HSO will provide LATCH

manuals, law cards (English and Spanish), supplies and printed materials to support parent/caregiver education and outreach. This funding ensures that parents and/or caregivers have access to hands on education and a federally approved car safety seat. All inspection stations take part in Child Passenger Safety Month (September).

- The NDOT-HSO will provide funding to agencies and/or organizations to purchase and distribute child safety seats at local inspection stations, check events and local health departments across the state. The majority of funding goes to those serving residents in the 22 Priority Counties



The Drive Smart Nebraska webpage will continue to be a resource to parents, families, technicians and the public as HSO and DHHS work collaboratively to continue to educate public about the new law, rear facing until age two and booster seat until age 8. <https://drivesmartne.org/get-seatiated/>

### **Planned Activity: Child Passenger Safety CSS Purchase and Distribution**

Planned activity number: M2CSS-2020-12-00-00

#### **Planned Activity Description**

Funding through the mini-grant agreement process for resources to support operation of Child Passenger Safety (CPS) inspection stations. Funding allows for increased parent knowledge and education on seat installation, expired seats and recalled seats. Every inspection station uses at least one nationally certified Child Passenger Safety technician and/or instructor. The funds provide child safety seats for rural and low-income parents/care givers. Child safety seats will support local inspection stations checkup events and drop in services (inspection for properly installed CSS, information on the new law and check for expired or recall issues) for the public.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low CSS Purchase/Distribution (FAST)	\$30,000.00	\$7,500.00	\$0.00

**Planned Activity: Child Passenger Safety Training**

Planned activity number: M2TR-2020-09-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low Training (FAST)	\$95,000.00	\$23,750.00	\$0.00

**Planned Activity: Occupant Protection High-Visibility Enforcement**

Planned activity number: M2HVE-2020-14-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies receive funding assistance for overtime salaries with the enforcement split daytime (40%) and nighttime (60%).

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Low HVE (FAST)	\$200,000.00	\$50,000.00	\$0.00

**Planned Activity: Occupant Protection Information System**

Planned activity number: M2OP-2020-13-00-00

Planned Activity Description

This project will provide funding through the mini-grant agreement process to contract with an experienced survey firm to conduct a statewide scientific and statistically valid observed safety belt and child restraint survey. This is to establish an annual baseline for measurement in changes of occupant restraint use. Funding is to support educational activities; that can increase occupant restraint use, increase public knowledge, support enforcement, and injury prevention. HSO funds will support public education and awareness with high-risk groups (especially teen and young adult males) with the use of the NSP Community Service Officers (CSO's). The CSO's identify community special events, civic organizations, state and county fairs, public and private schools K-12, and athletic venues to utilize multiple persuader, rollover and seat belt convincer demonstration units across the state. The high school football games "Friday Night Lights" demonstrations have proven especially successful with immediate increases of observed belt use among teens and adults.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405b OP Low	405b Information System (FAST)	Low OP	\$85,000.00	\$21,250.00	\$0.00

### Planned Activity: Occupant Protection Overtime Enforcement

Planned activity number: OP-2020-05-00-00

#### Planned Activity Description

Funding to state and local law enforcement agencies through the mini-grant agreement process for selective overtime occupant protection high visibility enforcement, including the national and statewide Click It or Ticket Mobilizations. Participating agencies will receive funding assistance for overtime salaries with the enforcement split daytime (40%) and nighttime (60%).

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)		\$200,000.00	\$50,000.00	\$120,000.00

### Program Area: Distracted Driving

#### Description of Highway Safety Problems

Distracted Driving Program Area to provide funding to reduce traffic fatalities and serious injuries due to distracted driving. This will provide funding for law enforcement overtime for distracted driver enforcement activities along with other specialty distract driving media campaigns throughout the fiscal year.

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

awareness regarding the increasing issues of distracted driving, with a focus on youth 15 to 24 years of age.

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

**Planned Activity: Employer Distracted Driving Education Campaign**

Planned activity number: OP-2020-38-00-00

Planned Activity Description

The National Safety Council, Nebraska –Employer Distracted Driving Education Campaign will provide education and awareness in five identified target counties to achieve increased occupant restraint use and decrease distracted driving using mobile devices in the car. This work will be achieved through employers, employees and employee families/community members. The campaign will focus on employer/employee outreach to decrease distracted driving crashes due to inattention and work to increase occupant restraint use and decrease distracted driving. NSCN will provide technical support for best practice policies to address positive driver behavior in the work force, employee families, high schools (faculty, students, and parents) and the community.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Occupant Protection (FAST)	\$80,000.00	\$20,000.00	\$98,000.00

**Program Area: Police Traffic Services**

**Program Area: Police Traffic Services**

Project Safety Impacts

Quality traffic law enforcement personnel training is vital to assure that identified problems associated with fatal and serious injury crashes can be detected and addressed using skilled crash investigation and data reporting followed by enforcement technics that meet the statutory requirements for the necessary prosecution and adjudication. This all supports our annual traffic safety enforcement plan.

**Planned Activity: Traffic Law Enforcement**

Planned activity number: PT-2020-26-00-00

Planned Activity Description

Funding for the Nebraska Law Enforcement Training Center to conduct highway safety related courses for all local Nebraska law enforcement agencies except Lincoln and Omaha. Courses are offered in Radar and

LIDAR Certification, Standardized Field Sobriety Testing (SFST), SFST updates, In-Car Camera, Crash Investigation (Basic, Intermediate, Advanced and Technical) Advanced Roadside Impaired Driving Enforcement (ARIDE), and a IMS Map360 class. The radar recertification interactive CD training will continue for law enforcement agencies. This project supports the statewide training for preliminary and evidentiary breath testing instruments.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$140,334.00	\$38,083.50	\$0.00

**Planned Activity: Traffic Selective Overtime Enforcement**

Planned activity number: PT-2020-27-00-00

Planned Activity Description

Funding is to state and local law enforcement agencies through the mini-grant agreement process for selective traffic overtime enforcement requiring daytime and nighttime selective overtime traffic enforcement and may include Click It or Ticket. Law enforcement agencies must identify specific locations, time of day, day of week, relating to fatal, A and B injury crashes. Preference is for the 22 priority counties. Participating agencies receive funding assistance for overtime salaries of the participating officers.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Police Traffic Services (FAST)	\$235,000.00	\$58,750.00	\$141,000.00

**Program Area: Racial Profiling Data Collection**

Project Safety Impacts

The HSO will provide funding to the Nebraska Crime Commission to be used for local law enforcement agencies training, technical assistance, equipment, and software to ensure accurate and prompt reporting of required traffic stop data.

**Planned Activity: Improving Data Collection Methods and Reporting**

Planned activity number: F1906CMD-2020-01-00-00

Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
-------------------	-----------------------	--------------------------	--------------	---------------



FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$275,000.00	\$68,750.00	\$0.00
---	--------------------------------------	--------------	-------------	--------

**Planned Activity: Review and Analysis of Collected Data**

Planned activity number: F1906ER-2020-02-00-00

Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 1906 Prohibit Racial Profiling	1906 Evaluating Results		\$30,000.00	\$7,500.00	\$0.00

**Program Area: Speed Management**

Project Safety Impacts

HSO project management team will initiate, plan, execute, control and evaluate project activities to reduce the incidence of traffic-related fatal, A and B injuries across the state and in the HSO Priority Counties.

**Planned Activity: Speed Program Coordination**

Planned activity number: SC-2020-32-00-00

Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed (FAST)	Control	\$10,000.00	\$2,500.00	\$0.00

**Planned Activity: Speed Public Information & Education**

Planned activity number: SC-2020-35-00-00

Planned Activity Description

Grant funding for the HSO for the development/creation/production of educational messaging. This includes print and electronic messaging, and multimedia campaigns (including paid and social media),

local agency/organization using the mini-grant agreement process, and special education related equipment purchases. HSO will focus on the 22 priority counties and males 18-34.

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Control (FAST)	\$40,000.00	\$10,000.00	\$0.00

**Planned Activity: Speed Selective Overtime Enforcement**

Planned activity number: SE-2020-33-00-00

**Planned Activity Description**

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Speed Enforcement (FAST)	\$160,000.00	\$40,000.00	\$128,000.00

**Evidence-based traffic safety enforcement program (TSEP)**

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

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 alcohol enforcement and other general traffic enforcement needs with justification. In addition to the Nebraska State Patrol, there is local funding for law enforcement agencies within the priority counties. 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. Local agencies in counties not within the 22 priority counties may be considered for grant funding if data and information is able to justify a critical need and funding is available.
- The problems identified, utilized by the HSO, are 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 breakdowns of time of day, day of week are utilized to direct the overtime enforcement efforts.

- The Nebraska Impaired Driving Task Force was established in April 2017 to discuss the impaired driving issues in the State, the challenges that need to be addressed, ongoing and planned initiatives, and potential new strategies for further consideration. The Task Force represents many agencies across all geographic areas of the State including law enforcement, driver licensing, treatment, highway safety, research, advocacy, adjudication, and non-profit groups whose missions include addressing impaired driving.
- Under the direction and contribution of the statewide Impaired Driving Task Force (IDTF), the purpose of the IDTF Strategic Plan is to provide a comprehensive strategy for preventing and reducing impaired driving. The Plan provides data on the impaired driving problem in Nebraska, documenting ongoing initiatives to address various aspects of the problem, and discusses potential new strategies. The mission of the IDTF Strategic Plan is to reduce and prevent impaired driving fatalities and serious injuries. The Plan can be located at: <http://dot.nebraska.gov/media/9290/ne-impaired-driving-plan.pdf>.
- The TSEP program utilizes selective overtime enforcement mini-grants for law enforcement agencies to carry out planned activity in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. A component of the grant requires a pre and post media event and required activity reporting. The enforcement program also includes statewide enforcement efforts for the national mobilizations and crackdowns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training.

Nebraska law enforcement agencies planning to participate in conducting selective overtime enforcement during the FY2020 fiscal year.

Adams Police Department	Furnas County Sheriff's Office	Plattsmouth Police Department
Alliance Police Department	Gering Police Department	Ponca Police Department
Ashland Police Department	Gosper County Sheriff's Office	Ralston Police Department
Bellevue Police Department	Grand Island Police Department	Red Willion County Sheriff's Office
Blair Police Department	Grant County Sheriff's Office	Richardson County Sheriff's Office
Boone County Sheriff's Office	Hall County Sheriff's Office	Saline County Sheriff's Office
Boyd County Sheriff's Office	Hastings Police Department	Sarpy County Sheriff's Office
Brown County Sheriff's Office	Holdrege Police Department	Saunders County Sheriff's Office
Buffalo County Sheriff's Office	Holt County Sheriff's Office	Scribner Police Department
Butler County Sheriff's Office	Jefferson County Sheriff's Office	Scotts Bluff County Sheriff's Office
Cedar County Sheriff's Office	Johnson County Sheriff's Office	Scottsbluff Police Department
Central City Police Department	Kearney Police Department	Seward County Sheriff's Office
Chadron Police Department	La Vista Police Department	South Sioux City Police Department
Colfax County Sheriff's Office	Lancaster County Sheriff's Office	Thayer County Sheriff's Office
Columbus Police Department	Lexington Police Department	Thurston County Sheriff's Office
Cozad Police Department	Lincoln County Sheriff's Office	UNK Police Department
Crete Police Department	Lincoln Police Department	UNL Police Department
Custer County Sheriff's Office	McCook Police Department	UNO Police Department
Dakota County Sheriff's Office	Merrick County Sheriff's Office	Valentine Police Department
Dawson County Sheriff's Office	Nance County Sheriff's Office	Valley County Sheriff's Office
Dixon County Sheriff's Office	Nebraska City Police Department	Wahoo Police Department
Dodge County Sheriff's Office	Norfolk Police Division	Washington County Sheriff's Office
Douglas County Sheriff's Office	Nemaha County Sheriff's Office	Webster County Sheriff's Office
Fairbury Police Department	Omaha Police Department	Winnebago Police Department
Fairmont Police Department	O'Neill Police Department	York Police Department
Falls City Police Department	Otoe County Sheriff's Office	York Police Department
Fillmore County Sheriff's Office	Papillion Police Department	Nebraska State Patrol
Franklin County Sheriff's Office	Phelps County Sheriff's Office	

Nebraska 22 Priority Counties Areas of Highest Risk / HVE - 2018			
Counties	Crashes	Crash Fatalities	Injuries
Adams	141	7	202
Buffalo	297	7	439
Cuming	49	3	59
Dakota	94	0	126
Dawson	103	5	162
Dodge	243	2	357
Douglas	4,480	43	6,194
Gage	105	4	132
Hall	424	5	633
Jefferson	24	0	32
Lancaster	2,732	18	3,978
Lincoln	234	1	330
Madison	211	8	319
Phelps	46	1	63
Platte	195	1	283
Red Cloud	46	3	49
Saline	65	1	91
Sarpy	960	11	1,454
Saunders	94	3	136
Scotts Bluff	217	5	315
Washington	65	0	86
Wayne	39	4	58

### Effectiveness Monitoring

The HSO monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement claims where adjustments may be considered. Citations issued per hours worked rate is reviewed to determine if future awards will be considered. Modification to the enforcement plan are made, if necessary, throughout the year. The HSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a routine basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

### High-visibility enforcement (HVE) strategies

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

- Alcohol Public Information & Education
- Occupant Protection Public Information & Education
- Speed Public Information & Education

## Maintenance of Effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

## Seat belt enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

- Occupant Protection High-Visibility Enforcement
- Occupant Protection Overtime Enforcement
- Occupant Protection Public Information & Education
- Traffic Selective Overtime Enforcement

## High risk population countermeasure programs

Planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations:

- Child Passenger Safety Training

## Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/17/2017

<https://dot.nebraska.gov/media/7784/neoccprotassessmentreport.pdf>

## Program Area: Traffic Records

### Description of Highway Safety Problems

Federal funds are to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures to capture, store, transmit, analyze and interpret highway safety data.

Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment completed in January 2016. The assessment is used as a guide for 405c project priorities both short and long term.

### Planned Activity: Traffic Records Coordination / Training

Planned activity number: M3DA-2020-16-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c Data Program (FAST)	\$40,000.00	\$10,000.00	\$0.00

### Planned Activity: E-Citations and Traffic Records Improvement

Planned activity number: M3DA-2020-01-00-00

#### Planned Activity Description

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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$375,000.00	\$93,750.00	\$0.00

**Planned Activity: Nebraska Crash Outcome Data Evaluation System**

Planned activity number: M3DA-2020-14-00-00

Planned Activity Description

Grant funding to DHHS to create a CODES database linking four separate databases, crash, EMS, Hospital Discharge and death certificate data. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. The linking of crash data to medical information creates a better picture of motor vehicle crash outcomes and projected costs of a crash.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$187,605.00	\$46,901.25	\$0.00

**Planned Activity: Nebraska EMS/E-code Data Quality Assessment and Improvement**

Planned activity number: M3DA-2020-15-00-00

Planned Activity Description

Grant funding to the Nebraska Department of Health and Human Services (DHHS) for a reliable Emergency Medical Services (EMS) link to the E-Code (Crash Outcome Data Evaluation System) database. Currently, Nebraska EMS data comes from four major systems, Nebraska Ambulance and Rescue Service Information Systems (NARSIS) (paper form), eNARSIS (electronic form), the Lincoln Fire and Rescue data-base, and the Omaha Fire and Rescue database. The target is to encourage EMS responders to transmit the EMS data electronically and to assess and improve the quality of the Nebraska EMS data.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405c Data Program	405c	Data Program (FAST)	\$56,093.00	\$14,023.25	\$0.00

**Planned Activity: Traffic Records**

Planned activity number: TR-2020-30-00-00

Planned Activity Description

This HSO internal support grant project will assist the HSO and other state and local agencies to be able to upgrade and improve accessibility to Traffic Record files. This support project will also assist in the



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

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic Records (FAST)		\$65,000.00	\$16,250.00	\$0.00

**Planned Activity: Nebraska State Patrol - TRACS**

Planned activity number: TR-2020-31-00-00

Planned Activity Description

Grant funds to the Nebraska State Patrol to support the continued development of the TraCS RMS and piloting TraCS in up to three local Nebraska enforcement agencies. The funding is for salaries and benefits associated with two IT Business Analysts positions. The goal of this project is to increase the number of law enforcement agencies utilizing TraCS for electronic citation and crash forms.

Funding Source ID	Eligible Funds	Use of	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act NHTSA 402	Traffic Records (FAST)		\$64,306.00	\$16,076.50	\$0.00

**405(c) State traffic safety information system improvements grant**

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

- July 26, 2018
- October 25, 2018
- January 10, 2019
- April 18, 2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: William Kovarik

Title of State's Traffic Records Coordinator: Traffic Safety Specialist

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members:

<b>Nebraska Traffic Records Coordinating Committee</b>			
<b>System</b>	<b>Name</b>	<b>Agency</b>	<b>Title</b>
Roadway	Anshasi, Abe	Federal Highway Administration	Division Safety and ITS Engineer
Driver/Vehicle	Beedle, Cathy	Department of Motor Vehicles	Registration Administrator
Injury Surveillance	Bietz, Jeanne	Department of Health and Human Services	Community Health Educator
Citation/ Adjudication	Buldoc, Colonel John	Nebraska State Patrol	Superintendent of Law Enforcement & Public Safety
Roadway	Butler, Don	Nebraska Department of Roads	Highway Safety Engineer
Citation/ Adjudication	Caha, Deb	Nebraska Crime Commission	IT Business Sys Analyst/Coord
NHTSA Region 7	Cannon, Sherri	National Highway Traffic Safety Administration	Regional Program Manager
Citation/Adjudication	Caradori, Sean	Nebraska State Patrol	State Patrol Captain
Citation/Adjudication	Christopherson, Christi	Administrative Office of the Courts	Trial Court Services Director
Vehicle	Clough, Tina	Nebraska Department of Motor Vehicles	Motor Vehicle Program Manager I
Citation/Adjudication	Doggett, Dan	State Patrol Lieutenant	State Patrol Lieutenant
Roadway	Dostal, Shane	Lincoln Public Works	
Citation/Adjudication	Fargen, Mike	Nebraska Crime Commission	IT Manager I, Information Services
Injury Surveillance	Fuller, Doug	Nebraska State Patrol	IT Business Systems Analyst, Public Health
Crash	Grant, Bob	Nebraska Department of Roads	Hwy Safety Manager
Injury Surveillance	Illian, Celeste	Department of Health and Human Services	Epidemiology Surveillance Coordinator
Driver/Vehicle	Johnson, Betty	Nebraska Department of Motor Vehicles	Mtr Veh Titles & Regis Admin
Injury Surveillance	Khattak, Aemal	University of Nebraska - Lincoln	Researcher
Citation/Adjudication	Kleinschmit, April	Nebraska State Patrol, Carrier Enforcement	Administrative Assistant II
Data User	Klosterboer, Laurie	Nebraska Safety Council	Director
Data User	Koeppel, Eric	National Safety Council, Nebraska	President/CEO
Citation/Adjudication	Konfrst, Brenda	Nebraska State Patrol	Major
TRCC	Kovarik, Bill	NDOT Highway Safety Office	Traffic Safety Specialist
Citation/Adjudication	Krolikowski, Gerry	Nebraska State Patrol	Captain
Driver/Vehicle	Lackey, Ken	Nebraska Department of Motor Vehicles	Agency Legal Counsel
Citation/Adjudication	Lamichhane, Swikriti	Nebraska Crime Commission	IT Business Systems Analyst
NOHS	Letcher, Paul	Nebraska Office of Highway Safety	Traffic Safety Specialist
EMS/Injury Surveillance	Medinger, Sue	Department of Health and Human Services	Administrator
Roadway	Moy, Walter	NDOT - Intermodal Planning	Transportation Planner III
Injury Surveillance	Newmyer, Ashley	Department of Health and Human Services	Epidemiology Surveillance Coordinator
Statewide Trauma Registrar	Ngochoch, Andrew	Department of Health and Human Services	Student Intern, Public Health
Driver/Vehicle	O'Rourke, Sara	Nebraska Department of Motor Vehicles	MV Drvr Lic Sys Admin
Roadway	Osborn, Mark	Nebraska Department of Roads	Engineer V, Materials & Research
Crash	Owings, Sean	Nebraska Department of Roads	IT Business Systems Analyst/Coordinator
Roadway	Podany, Diane	Federal Highway Administration	State Program Manager
Injury Surveillance	Qu, Ming	Department of Health and Human Services	Administrator
Traffic Safety Specialist	Reynolds, Sim	Nebraska Office of Highway Safety	Traffic Safety Specialist
Citation/ Adjudication	Ritonya, Lt. Jake	Omaha Police Department	Lieutenant
Citation/ Adjudication	Rowoldt, Steve	Nebraska Supreme Court - Probation	Deputy Probation Administrator
Injury Surveillance	Safranek, Tom	Department of Health and Human Services	Medical Epidemiologist
TRCC	Segerstrom, Mark	NDOT - Highway Safety Office	Administrator
Roadway	Sindelar, Trevor	Nebraska Department of Roads	IT Business Systems Analyst
Citation/ Adjudication	Smith, Shane	Nebraska Supreme Court - Court Services	IT Business Systems Analyst
Crash	Staley, Rick	Nebraska Department of Administrative Services	IT Appl Developer/Sr
NOHS	Stinson, Becky	Nebraska Office of Highway Safety	Traffic Safety Specialist
Roadway	Tyser, Dave	Nebraska Department of Roads	IT Applications Developer
Driver/Vehicle	Van Brocklin, Kathy	Nebraska Department of Motor Vehicles	MV Finan Resp Div Mgr
Roadway	Varilek, Brandon	NDOT - Roadway Asset Management	Section Head
Citation/Adjudication	Vierk, Ed	Attorney General's Office	AAG-Dui Grant
Roadway	Waddle, Dan	Nebraska Department of Roads	Engineer VII
Citation/ Adjudication	Wagner, Sheriff Terry	Lancaster County Sheriff's Office	Sheriff
EMS/Injury Surveillance	Wilson, Tim	Department of Health and Human Services	DHHS Program Manager II
Driver/Vehicle	Wolfe, Lisa	Nebraska Department of Motor Vehicles	Administrative Assistant I

## Traffic Records System Assessment

### NHTSA Traffic Records Assessment

The National Highway Traffic Safety Administration (NHTSA), responding to a request by the Nebraska Department of Transportation - Highway Safety Office (NDOT-HSO) within the Nebraska Department of Transportation (NDOT) assembled a team to conduct a traffic records assessment. Concurrently the HSO carried out the necessary logistical and administrative steps in preparation for the electronic assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance) conducted the assessment September 14, 2015 to January 5, 2016.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether Nebraska's traffic records system is capable of supporting management's needs to identify the State's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. The following discusses some of the key findings regarding the ability of the present traffic records system to support management of the State's highway safety programs. The next assessment will be September 2020 which will provide a benchmark for progress on the recommendations from the 2016 assessment.

Following are the major recommendations for improvements to the State's traffic records system. Following each recommendation is a summary of the status (*in italics*).

#### Crash Records System

Deploy a "smart map" point-and-click interface for law enforcement officers to indicate the precise locations from an electronic map. Ideally, this system would support auto-population of location data fields on the crash report, citations and other forms including street names, reference posts, offsets, and latitude/longitude coordinates. The Nebraska Department of Transportation should supply the base map for the field-deployed smart map so that crash locations indicated by officers automatically match locations in the roadway inventory data and can overlay with enforcement for traffic safety analysis. *Sean Owings (see project 4) NDOT has built the backend of this system which will allow the capture of incoming data and map this data to the investigator forms. The second stage will allow the officers to navigate a map to place a point at the location of the crash or citation. This "point placement" will then transfer the maps latitude/longitude data into the Electronic Accident Form (EAF) system or other collection software database and into NDOT's database. Mike Fargen (see project 4)*

Establish a comprehensive, formal quality control program for crash data. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Sean Owings (see projects 5 and 7)*

#### Citation and Adjudication Records

Assign a subcommittee of the Traffic Records Coordinating Committee the responsibility for review of the current citation data collected by NCJIS and JUSTICE (Nebraska Trial Courts Case Search System) and a determination of the feasibility of enhancing either for use as a Citation Tracking System. *NCJIS - Mike Fargen (see project 14). This project has not been implemented.*

The tracking of citations through the criminal justice system, specifically from issuance filing and subsequent court record, hinges on two data sources: the citation data and court data. Court data will include the filing information, such as offenses which may be different from what the citation was written for, as well as disposition information. While the court information would only contain data on cases that are actually filed and not ones that the prosecutor declines to file, one can infer from a lack of a court case that filing was declined.

There are a couple of issues with how these systems are now being populated which cause problems for currently implementing a citation tracking system. The first point is that only data on NCJIS will be able to be used, which is limited to those agencies issuing citations electronically (and subsequently transmitting the data to NCJIS).

The other issues hinge on the use of the citation number as an identifier across systems. There is some inconsistency with how court clerks enter the citation number into JUSTICE; some include spaces that are not in the actual format. The data is transmitted to the courts electronically, but may be manually entered into the court system. This could be a training or programming issue that could be corrected.

Another issue is having the court data field of the citation number available. The current data feed of JUSTICE data, downloaded for general statistics, does not include the citation number. This can be easily remedied by having the courts add the data field.

Review the use and utility of the MIDRIS DUI (Model Impaired Driving Records Information System) tracking system to determine if changes are needed and if it is being used to its fullest capacity. NCJIS - Mike Fargen (see project 16).

DUI cases are not currently tracked. However, all of the comments above regarding tracking citations would apply to the specifics of a MIDRIS. NCJIS receives the offense data within the citation dataset and could identify and track those cases based upon the offenses. It actually would also be possible to identify cases based upon the filing offenses.

Improve the data quality control program for the citation/adjudication system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. Mike Fargen (see projects 11 and 12)

#### **Traffic Records Coordinating Committee (TRCC)**

Develop basic quality metrics for each system component and report on them regularly. *HSO – Bill Kovarik (see project 18)*

Develop a traffic records inventory. *HSO – Bill Kovarik (see project 17). The table has been created and coordination with data managers is in process.*

Develop data governance for all data systems. *HSO – Bill Kovarik (see project 39)*

#### **Driver Records**

Record the adverse driver histories from previous states of record on non-commercial drivers as required for commercial driver records. DMV – Kathy Van Brocklin and Sara O'Rourke (see project 20) The American Association of Motor Vehicle Administrators is currently developing the state-to-state system (S2S) that

will facilitate the electronic transfer of information between participating states, Nebraska implemented S2S 10-17-2016. Implementation went smoothly and all errors and issues have been resolved. As new states join S2S, duplicate resolution is required, and Nebraska has resolved all issues with all states at this time. Full compliance will not occur until all U.S. based jurisdictions have completed implementation. At this time implementation by all jurisdictions is not mandated.

**Vehicle Records**

Improve the data quality control program for the driver and vehicle systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Kathy Van Brocklin, Sara O’Rourke and Betty Johnson (see projects 22, 23, and 26)*

**Nebraska Injury Surveillance System (NISS)**

Improve the data quality control program for the EMS/Injury Surveillance systems. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Ashley Newmyer (see projects 27 - 31)*

**Roadway Information**

Allow access to roadway data for consumption and updates. *(project not implemented)*

Improve the data quality control program for the Roadway information system. This would include performance measures for all six performance attributes, (timeliness, accuracy, completeness, uniformity, integration and accessibility) and a data dictionary. *Mark Osborn (see project 37)*

**Strategic Planning**

Charge the TRCC with updating the Traffic Records Plan addressing the recommendations in the 2016 traffic records assessment. Identify deficiencies apart from those noted in the traffic records assessment by canvassing each TRCC member and especially the traffic records system component custodian.

Traffic Records Measurable Progress

Project #	Candidate Project Name / Description	System: Category Addresses	Quality Project	Comments / Status	Selected for Implementation (Yes or No)	Last Update Date
1	Driver’s Electronic Crash Reporting System	Crash Records		Launched new system 6/15/2018.	Yes	4/18/18
2	Investigator’s Electronic Crash Reporting System	Crash Records		Will launch with new database 1/1/2021.	Yes	7/26/19
3	PAR XSD Reporting System Upgrade	Crash Records		Will launch with new database 1/1/2021.	Yes	1/10/19
4	Develop a “Smart Map” Harmonized location referencing system	Crash & Citation/Adjudication		TLT working with TraCS.	Yes	9/18/18
5	Improve the data quality control program for the Crash data system	Crash Records		Implement performance measures and trend analysis to assess data quality with new database.	Yes	4/20/18

6	MMUCC Version 4.0 Compliant	Crash Records	Completed - MMUCC 5 Police Accident Report (PAR) was finalized.	Yes	4/20/18
7	Improve the data dictionary for the Crash data system	Crash Records	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/20/18
8	Improve the procedures/ process flows for the Crash data system	Crash Records	Create process flow diagram for collection, reporting and posting	Yes	4/20/18
9	Improve the interfaces with the Crash data system	Crash Records	Real-time interfaces for driver, vehicle & roadway systems	Future planned development	7/21/16
10	Crash report rejection/resubmission process	Crash Records	Define and implement process after new database in 2020.	Future planned development	4/20/18
11	Data Dictionary	Citation/Adjudication	Include edit checks/validation rules, detailed text-based descriptions, and note which elements are captured through linkage	Yes	4/20/17
12	Improve the data quality control program for the citation/adjudication system	Citation/Adjudication	Implement performance measures and trend analysis to assess data quality	Yes	4/10/19
13	NIEM Guidelines	Citation/Adjudication	Update to adhere for data transfer to the courts	Yes	1/10/19
14	Citation Tracking	Citation/Adjudication	Track citations from point of issuance to posting on the driver file	Yes	1/10/19
15	Linkage	Citation/Adjudication	Linked with driver, vehicle, crash	Yes	1/10/19
16	Establish a linked DUI system (MIDRIS)	Driver & Citation/Adjudication	Linked to the driver system electronically. With Driver Data and sanctions included. Include all citations written	Yes	1/10/19
17	Develop Traffic Records Inventory	TRCC Management	Table created, working with data managers to complete	Yes	1/10/19
18	Improve quality control and quality improvement programs.	TRCC Management	Include timeliness, accuracy, completeness, uniformity, integration & accessibility for all 5 data systems	Yes	1/10/19
19	Completed a lifecycle cost consideration for projects	TRCC Management	To ensure long-term projects are successful beyond federal funding	Yes	5/2/17
20	Record adverse driving histories for non-commercial	Driver	Nebraska participates in the AAMVA developed state-to-state system	Yes	3/19/19
21	Create a process flow	Driver	Create process flow (flow chart)	Future planned development	4/20/18



22	Create a data dictionary	Driver	Definitions and elements		4/20/18
23	Improve the data quality control program for the Driver data system	Driver	Implement performance measures and trend analysis to assess data quality		4/20/17
24	Deny PRISM Reincarnated carriers	Vehicle	Improve safety by denying registration		4/20/18
25	Create workflow documentation	Vehicle	Include NMVTIS. Upgrading to new system 10/15/19.	Yes	1/10/19
26	Create System Performance Measures	Vehicle	Establish timeliness, accuracy, completeness, uniformity, integration and accessibility with new system 10/15/19.	Yes	1/10/19
27	Nebraska Emergency Medical Services Data Quality Improvement	EMS/Injury Surveillance	83% of EMS services are using electronic forms to submit data to eNarsis. Expand edit checks and validation rules	Yes	10/25/18
28	Create a CODES database linking crash, EMS, Hospital Discharge and death certificate data	EMS/Injury Surveillance	77% of 2012 data was linked.	Yes	10/25/18
29	Project Name: E-CODE Data Quality Improvement	EMS/Injury Surveillance	2/13/14 data results not complete records.	Yes	4/18/19
30	Create a data dictionary	EMS/Injury Surveillance	Definitions and elements discussed with hospital association.	Yes	7/26/18
31	Create System Performance Measures	EMS/Injury Surveillance	Timeliness, accuracy, completeness, uniformity, integration and accessibility with goals	Yes	7/26/18
32	Interfaces/linkage	EMS/Injury Surveillance	For EMS Hospital data.		6/4/18
33	Include rehabilitation data	EMS/Injury Surveillance	Interface or linkage.	Yes	6/4/18
34	Track frequency, severity, & nature of injuries in MVC	EMS/Injury Surveillance	Create linkage	Yes	4/18/19
35	Allow access to data	Roadway	Allow access for consumption and updates		4/25/18
36	Collect all MIRE data	Roadway	Include a process for updating and adding data	Yes	4/20/18
37	Improve the data quality control program for the Roadway data system	Roadway	Implement performance measures and trend analysis to assess data quality	Yes	4/20/18
38	Provide truly integrated data.	Data Use & Integration	Integrate data from all six components	Yes	4/21/16
39	Develop Data Governance	All Data Systems	Overall management of the availability, usability, integrity, & security of the data	Yes	4/20/18
40	Highway Safety Information System Database Rewrite	Crash Records	Planning and selection of new database system scheduled	Yes	4/18/19

**FAST Act SECTION 405c  
INTERIM PROGRESS REPORTING (FY 2020)**

State: Nebraska Report Date: 6/12/19 Submitted by: Mark Segerstrom

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b>  An E-NDOT41 system (Electronic Driver's Reporting System) was created to capture the state statute mandatory driver's report. This driver's report is used in validating the date of the crash, driver's insurance information, crash location, the spelling of an occupant's name, and in limited cases; vehicle damages. The objectives of this project were threefold. First, since the reporting would be done electronically at the source – driver – the electronic system could ensure that the data being entered was accurate, from the driver's perspective, while also ensuring that the driver could only select from a predetermined list of dropdown values. (The paper form allows fields to be left blank or anything can be written into the spaces provided.) Second, electronic submittal of the driver's crash report would reduce the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Thirdly, taking the data from the source and making some fields mandatory NDOT ensures that the form is complete before submittal of the driver's crash reports. This greatly improves the accuracy and completeness of the form.
<b>Is project included in the Traffic Records Strategic Plan?</b>	Yes  <b>If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY20 application.</b>
<b>Is this a new project? Or was it the same measure used to show progress previously?</b>	New Measure - Yes  Same Measure as FY19 No  <b>If yes, is the State using the same data set, with the same time period to demonstrate progress? No</b>
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b>  The NDOT target is to convert paper driver's reports to electronic reports to decrease the amount of time it takes from completing the form to the crash data/report being delivered to NDOT. Additional improvements will be expected as well by improving the accuracy of the data and completeness of the data by making some fields mandatory and having the information submitted from the original source. The NDOT plans to have the majority of all driver's reports submitted electronically within five years.
<b>Specification of how the Measure is calculated / estimated</b>	<b>Narrative Description of Calculation / Estimation Method</b>  <u><b>Total Driver Reports Received:</b></u> A query was run against the E-NDOT41 system (Electronic Driver's Reporting System) to gather the total number of reports successfully processed and transmitted to NDOT over the baseline period - April 1, 2017, thru March 31, 2018. The total number of driver reports received over the same study period was calculated by summing the total reports received from April 1, 2018, thru March 31, 2019. Simple division was done: Total E-NDOT41/Total # Driver Reports = % of electronic reports received against the total reports received.



	<p><b>Timeliness:</b> Before: 15.88 days After: 15.07 days, a 5.1 percent (change) improvement. The date of the crash was subtracted from the date report received to determine the total days between the two periods. While the time hasn't significantly declined the amount of reduction on the after (.81 of a day) is a positive indicator of success. As more individuals opt to use the electronic reporting portal this metric should continue to improve.</p> <p><b>Completeness:</b> There has been no calculation done on this metric at this time due to the study period selected. The E-NDOT41 system (Electronic Driver's Reporting System) went live in mid-June of 2018. Once a complete year of data is available a comparison can be calculated. Since the electronic system requires a minimum amount of data to be entered before submittal, this simple fact by its very nature will mandate that the results of this metric will be positive – the ultimate comparison to the paper reports will depend on the accuracy of the incoming paper reports for the full year. This value tends to fluctuate based on the individuals involved in crashes over the study year.</p>
<p><b>Date and Baseline Value for the Measure</b> (A contiguous, 12 month performance period starting no earlier than April 1, 2017, e.g., April 1, 2017 – March 31, 2018)</p>	<p><b>Before:</b> April 1, 2017 thru March 31, 2018 NDOT received zero Electronic Driver's Reports.</p> <p>The date of the crash was subtracted from the date report received to determine the total days between the two periods</p> <p>Before: 15.88 days between date of crash and time report received</p>  <p>Fast Act Section 405c (FY2020) - Time1</p> <p><b>Is supporting documentation attached? Yes</b></p>
<p><b>Date and Current Value for the Measure</b> (An identical contiguous, 12 month baseline period starting no earlier than April 1, 2018, e.g., April 1, 2018- March 31, 2019)</p>	<p><b>After:</b> April 1, 2018 thru March 31, 2019 NDOT received 4,340 Electronic Driver's Reports. This averages to 16.41% of all driver's reports received over the reporting year.</p> <p>The date of the crash was subtracted from the date report received to determine the total days between the two periods</p> <p>After: 15.07 days,</p> <p><math>(15.88 \text{ before} - 15.07 \text{ after}) / 15.88 * 100 = 5.1 \text{ percent (change) improvement}</math></p>  <p>Fast Act Section 405c (FY2020) - Total</p> <p><b>Is supporting documentation attached? Yes</b></p>
<p><b>Regional Program Manager Conclusion and Comments</b> Review Date: 6/12/2019</p>	<p>I have reviewed the IPR and supporting documents and feel that the project demonstrate progress. Sherri Cannon</p>
<p><b>RA Comments - Susan DeCourcy</b> Review Date: 6/13/2019</p>	<p>I have reviewed the Nebraska Progress Report and supporting data and concur the project is showing progress by: the electronic system ensuring that the data being entered was accurate from the driver perspective, reducing the amount of time it takes from completing the form to delivery to NDOT, and more complete by taking the data from the source and making some fields mandatory.</p>

## State traffic records strategic plan

The strategic plan, approved by the TRCC; (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the state intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the state does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

### Supporting Document

- Nebraska Traffic Records System Plan - 2015-2019:  
<https://dot.nebraska.gov/media/10928/nebraska-traffic-records-system-plan.pdf>

### Planned activities that implement recommendations:

- E-Citations and Traffic Records Improvement
- Improving Data Collection Methods and Reporting
- Nebraska Crash Outcome Data Evaluation System
- Nebraska EMS/E-code Data Quality Assessment and Improvement
- Nebraska Injury Surveillance Enhancement
- Nebraska State Patrol - TRACS
- Review and Analysis of Collected Data
- Traffic Records
- Traffic Records Coordination / Training

### Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

### State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 1/4/2016

### Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

**405(d) Impaired driving countermeasures grant**

Impaired driving qualification:..... Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

County or Political Subdivision	Number of registered motorcycles
Adams	1,031
Buffalo	1,534
Dakota	528
Douglas	10,335
Lancaster	6,604
Madison	1,218
Sarpy	5,023
State Total	53,566

Source: Nebraska Department of Motor Vehicles - 2018

**405(f) Motorcyclist safety grant**

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: ..... Yes

Motorcyclist awareness program: ..... Yes

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency:..... Nebraska Department of Motor Vehicles

State authority name/title:..... Rhonda Lahm, Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula:..... (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at

least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

**Motorcyclist awareness program**

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:.....NDOT-Highway Safety Office

State authority name/title:.....Mark C. Segerstrom/Administrator

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 269

County or Political Subdivision	# of MCC involving another motor vehicle
Adams	2
Buffalo	4
Dakota	5
Dodge	8
Douglas	101
Hall	12
Lancaster	62
Lincoln	10
Madison	4
Platte	3
Polk	1
Sarpy	19
Washington	4

**Program Area: Motorcycle Safety**

**Planned Activity: Motorcycle Training Assistance**

Planned activity number: M9MT-2020-02-00-00

Planned Activity Description

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

Motorcycle Safety Education

The Nebraska Department of Motor Vehicles (DMV) has adopted as its basic motorcycle education course, the Motorcycle Safety Foundation beginning rider course entitled “MSF: Basic Rider Course” (BRC) with updates. The BRC is based on years of scientific research and field-testing since 1974. This course provides for a minimum of 18 hours of motorcycle instruction with at least 3 hours of computer based training, 5 hours of classroom instruction, and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and range riding such that concepts learned in the classroom instruction are applied to and practiced on the range. The basic course includes the following topics:

- Key behavioral and cognitive aspects associated with safely operating a motorcycle.
- Facilitated discussions on topics such as perception, peripheral vision, visual acuity, reaction time, the effects of aging, crash avoidance tactics, common traffic scenarios, curve strategies, distracted riding, and effects of impaired riding (alcohol and/or drugs).
- Location and operation of the controls and pre-ride procedures.
- Balance and control of the motorcycle at varied speeds.
- Riding skills and evasive maneuvers (accelerating, braking, cornering, swerving, and crossing an obstacle).
- Use and wear of proper riding gear.

Successful completion of any of the courses listed below will allow the graduate to have the DMV examiner waive both the written and drive test when application is made to obtain a license to operate a motorcycle. Course graduates may also be eligible for lower insurance rates. Enrollment is limited and courses often fill quickly, so register early. To obtain more information or to register, contact one of the DMV approved beginning/experienced rider course providers from the Nebraska Motorcycle Safety Education Sponsor list.

The NDOT-Highway Safety Office (HSO) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the NDOT-HSO provides support for the cost of training and updates of designated Nebraska instructor trainers.

The DMV is statutorily required to conduct compliance audits of the courses provided, the course sponsors, the range facilities, and the actions of individual instructors for compliance with the state Motorcycle Safety Education Act rules and regulations established by DMV.

The NDOT-HSO provides DMV with grant funding assistance so that they are able to increase the number and frequency of such compliance audits to assure the quality and consistency of the motorcycle safety instruction that is offered. The NDOT-HSO and DMV jointly participate as Nebraska’s membership on the State Motorcycle Safety Administrator’s Association in order to remain informed regarding rider training’s best practices and emerging issues.

#### Nebraska Motorcycle Rider Training

Motorcycle Rider Training is carried out from April – October, in nine target locations that include priority counties. Those counties that provide courses include Adams, Buffalo, Dakota, Douglas, Lancaster, Lincoln, Madison, and Sarpy. In FY2020, it is anticipated that there will be approximately 200 courses and 1,400 applicants will pass the “Motorcycle Rider Safety Foundation Course” (BRC).

July 2018 – July 2019 Course Schedule

County		Year					Course Schedule			
Adams County – Central Community College – Hastings										
Adams	2018	8/25-26	9/15-16	9/22-23	9/29-30	10/13-14				
Adams	2019	4/6-7	4/13-14	4/20-21	5/11-12	5/18-19	6/1-2	6/8-9	6/15-16	
Buffalo County - Nebraska Safety Center – University of Nebraska - Kearney										
Buffalo	2018	7/14-15	7/28-29	8/18-19	8/25-26	9/8-9	9/15-16			
Buffalo	2019	4/27-28	5/4-5	5/18-19	6/1-2	6/15-16				
Dakota County - Western Iowa Motorcycle Training, LLC										
Dakota	2018	6/29-7/1	7/27-29	8/10-12	8/24-26	9/7-9	9/21-22			
Dakota	2019	4/12-14	4/26-28	5/3-5	5/10-12	5/17-19	6/14-16	6/21-23	6/28-30	
Douglas County - Dillion Brothers Harley-Davidson - Omaha										
Douglas	2018	6/26-7/1	7/3-8	7/10-15	7/17-19	7/24-29	7/31-8/5	8/7-12	8/11-12	8/14-19
		8/21-26	8/28-30	9/4-9	9/11-16	9/18-23	9/25-30	10/2-4	10/2-7	10/16-21
Lancaster County – Nebraska Safety Council - Lincoln										
Lancaster	2018	7/6-8	7/27-29	8/3-5	8/24-26	9/7-9	9/14-16	9/21-23	10/5-7	10/12-14
		10/19-21								
Lancaster	2019	5/17-19	5/24-26	5/31-6/2	6/7-9	6/14-16	6/21-23	6/28-30		
Lancaster County - Southeast Community College - Lincoln										
Lancaster	2018	6/29-7/1	7/13-15	7/27-29	8/10-11	8/24-26	9/7-9	9/21-23	10/5-7	
Lancaster County – Frontier Harley-Davidson - Lincoln										
Lancaster	2018	7/10-12	7/17-19	7/24-26	7/31-8/2	8/7-9	8/14-16	8/21-23	8/28-30	9/4-6
		9/11-13	9/18-20	9/25-28	10/2-4					
Lancaster	2019	4/2-4	4/9-11	4/16-18	4/23-25	4/30-5/2	5/7-9	5/14-16	5/21-23	5/28-30
		6/4-6	6/25-27							
Madison County - Northeast Community College - Norfolk										
Madison	2018	7/27-29	8/3-5	9/28-30	10/5-7					
Madison	2019	6/21-23	6/28-30							
Sarpy County - Motorcycle Safety Program Sarpy County Law Enforcement – Papillion/Bellevue										
Sarpy	2018	6/30-7/1	7/13-15	7/14-15	7/20-22	7/27-29	8/10-12	8/17-19	8/24-26	9/8-9
		9/14-16	9/15-16	9/21-23	9/28-30	10/6-7				
Sarpy	2019	4/12-14	4/26-28	4/27-28	5/3-5	5/4-5	5/10-12	5/11-12	5/17-19	5/18-19
		5/24-26	5/25-26	6/14-16	6/21-23	6/22-23	6/28-30	6/29-30		

Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$25,000.00	\$6,250.00	\$0.00