

# NEBRASKA'S PERFORMANCE-BASED STRATEGIC TRAFFIC SAFETY PLAN



**October 1, 2016 – September 30, 2017**



**Nebraska Office of Highway Safety**  
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# **STATE OF NEBRASKA**

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

**October 1, 2016  
through  
September 30, 2017**

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## INTRODUCTION

### Mission Statement

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

### Executive Summary

The Nebraska Office of Highway Safety (NOHS) 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 NOHS are responsible for the administration of the federal NHTSA section highway safety funding and for facilitating and implementing the highway safety program efforts supported by these funds.

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

The NOHS 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 NOHS Administrator serves in an advisory capacity for the Nebraska State Patrol's Motor Carrier Safety Assistance Program (MCSAP) Plan and the Nebraska Department of Roads Highway Safety Improvement Program (HSIP) Plan. As a result, the NOHS Administrator is in a position to assist in coordinating and maintaining continuity among the various plan goals with the NOHS annual HSP.

Two members of the NOHS 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 NSHSP are identical to the strategies contained in this HSP. Nearly all of those involved in the SHSP development are also members of the NOHS Highway Safety Advocates group.

The NOHS 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 NOHS 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 NOHS initiatives while avoiding potential duplication of efforts.

A Traffic Records Assessment (TRA) was completed and a report issued on January 4, 2016. The NOHS 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 Nebraska Office of Highway Safety is a federal grant program Section of the Division of Traffic Engineering of the Nebraska Department of Roads. The federal fiscal year runs from the period of October 1 through September 30. The NOHS is submitting the fiscal year 2017 (FY2017) HSP document utilizing the "performance-based" approach. A "performance-based" approach to planning provides the state with flexibility in targeting identified highway safety problems. This process also appropriately provides the state with the ability to determine measurable outcomes.

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

Supplementary statistical traffic crash data provides the necessary data for the Section 402/405/1906 State and Community Highway Safety Projects by Program Area for FY2017, additional Highway Safety Funding. Additional sections provide the required federal States 402/405/1906 Certifications and Assurances and include the FY2017 Section 402/405/1906 Obligation Cost Summary.

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

- **Section 402** Highway Safety Project 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 § 1200.21) will be used to increase the statewide child restraint and safety belt usage, media campaigns, and overtime awards for law enforcement agencies.
  - **State Traffic Safety Information System Improvements Grant** (405c: 23 CFR § 1300.22) will be used to improve the State data systems linking medical, roadway and economic data.
  - **Impaired Driving Countermeasures Grant** (405d: 23 CFR § 1300.23) will fund equipment, overtime enforcement and training to reduce alcohol and other drug involvement in traffic crashes.
  - **Distracted Driving Grant** (405e: 23 CFR § 1300.24) funds are used to reduce distracted driving in traffic crashes.
  - **Motorcyclist Safety Grant** (405f: 23 CFR § 1200.25) funds are used to enhance motorist and motorcyclist awareness programs and training enhancement to reduce motorcycle crashes.
- **Section 1906** Application (23 CFR § 1300.28)
  - **Racial Profiling Data Collection Grant** (1906: 23 CFR § 1300.28) will provide law enforcement agencies with training, technical assistance, equipment, and software upgrades to improve the collection and prompt reporting of the required traffic stop data.

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

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

Nebraska's most recent MOE calculation (FY2015) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as was the requirement at the time of submission under MAP 21. On March 14, 2016, NOHS submitted the State's FY2015 MOE, as required, to NHTSA. On April 5, 2016, the Nebraska FY2015 MOE Summary Calculations were accepted by NHTSA.

## Legislation

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

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

## State Demographic Analysis

Nebraska is geographically located in the Midwest. The United States Census Bureau estimates that the population of Nebraska was 1,896,190 on July 1, 2015, a 3.68% increase since the 2010 Census (1,826,341). The population is distributed over 93 counties. There is 1 metropolitan class city, 1 primary class city, 30 first class cities, 116 second class cities and 382 villages in the state. About 73% of the population is urban and most of the urban areas are in the southeastern section of the state. Approximately 89 percent of the population is white, 5 percent black and 10 percent Hispanic. According to the Census, 25 percent of the population is under 18 years of age, 61 percent is between the ages of 18 and 65 and more than 14 percent is over the age of 65. There are 96,724 miles of public roads (highways, roads, streets). Of that total, 9,946 miles are state, 78,040 county and 8,738 municipal roads. In 2015 there were 1,431,724 licensed drivers and 2,382,800 registered vehicles. Temperature extremes from temperatures of below zero in winter to highs over 100 degrees during the summer challenge the driving public. A strong correlation has been noted between crash experience and severity of winter weather. Print media includes 17 daily and 153 weeklies newspapers, electronic media outlets include 15 commercial and education television stations and 158 commercial radio stations. Two major areas of the State are linked with media in neighboring states.

## Highway Safety Planning Process

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

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

## HSP Flowchart



## HSP Program Planning Calendar

<b>November - December</b>	Debrief the previous year's programs, crash data, State and national priorities, update problem identification, and set performance targets with NOHS staff. Work on problem identification for specific geographical and demographic priority areas. Coordinate data and problem identification with the State's HSP.
<b>January – February</b>	Review program data and targets to determine funding distribution and overall direction of program. Consider the NHTSA regional response to the prior year's Annual Report, the prior year HSP approval letter, and any applicable Management or special Management Review or Program Assessment comments. Post Grant Contract Proposal Guide and Policies and Procedures on website.
<b>March – April</b>	Determine revenue estimates, establish draft budget, and review internally. Grant Proposals are solicited.
<b>May</b>	Preliminary program, project, or activity selection based upon need, performance, and outcome expectations. Grant Application due to NOHS for formal review and rating.
<b>June</b>	Draft the HSP including the Sections 402, 405 and 1906 grant applications for review by NHTSA and program area experts. Review, print, and formally submit the HSP for NHTSA review and approval.
<b>July</b>	Finalize contracts negotiation and approval. Respond to NHTSA promptly to any requests for additional information regarding HSP application.
<b>August – September</b>	Print, distribute, and post the approved HSP. Prepare for implementation and gain approval for grants and contracts from the appropriate officials.
<b>October</b>	Implement grants and contracts. Begin to collect information for the FY2017 Annual Report.

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

### Process and Data Description

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

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

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

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

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

## **Highway Safety Partnerships**

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

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

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

- Nebraska Hospital Association,
- Nebraska Nurses Association,
- Nebraska Department of Health and Human Services,
- Nebraska Department of Education, and
- Nebraska State Patrol

Over 200 Sheriff's Offices and Police Departments,  
Nebraska Game & Parks Enforcement Division, and  
Bryan Health Independence Center Advisory Committee

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.,  
Safe Kids Nebraska  
University of Nebraska – Kearney - Nebraska Safety Center,  
University of Nebraska - Omaha,  
University of Nebraska – Lincoln, and  
Keep Kids Alive, Drive 25.

Professional associations:

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

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

Among the other groups that contribute are:

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

## Traffic Safety Performance Measures

Performance measures enable the state to track progress, from a specific baseline, toward meeting a goal. 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) performance measures were developed by NHTSA in collaboration with GHSA and others. The initial minimum set contains 14 measures: 10 core outcome measures, 1 core behavior measure; and 3 activity measures. These 14 measures cover the major areas common to State highway safety plans and use existing data systems. Beginning with the 2010 Highway Safety Plans and Annual Reports, state set goals for the report progress on each of 11 core outcome and behavior measures annually. In 2014 an additional core measurement has been added and has been addressed the FY2015 and FY2016 HSP. The following are the 15 performance measures which will be identified within their respective program 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 (statewide; urban; rural) (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 citation 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 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		2010	2011	2012	2013	2014	2015	2016	2017
C-1	Traffic Fatalities**	Annual	190	181	212	211	225			
		5-Year Moving Average	229	212	203	203	204	215	210	210
C-2	Serious Traffic Injuries**	Annual	1,750	1,768	1,661	1,536	1,620			
		5-Year Moving Average	1,898	1,859	1,796	1,732	1,667	1,614	1,555	1,555
C-3	Fatalities per VMT*	Annual	0.98	0.95	1.10	1.09	1.15			
		5-Year Moving Average	1.18	1.10	1.05	1.05	1.05	1.10	1.07	1.07
C-4	Unrestrained Passenger Vehicle Occupant Fatalities*	Annual	79	79	102	105	95			
		5-Year Moving Average	107	96	92	95	92	87	84	80
C-5	Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC**	Annual	50	45	73	60	60			
		5-Year Moving Average	64	59	58	59	58	64	63	64
C-6	Speeding-Related Fatalities*	Annual	36	33	44	39	49			
		5-Year Moving Average	41	35	35	36	40	37	37	37
C-7	Motorcyclist Fatalities**	Annual	14	23	22	14	20			
		5-Year Moving Average	16	17	19	18	19	21	21	22
C-8	Unhelmeted Motorcyclist Fatalities*	Annual	0	2	1	1	1			
		5-Year Moving Average	3	3	2	2	1	0	0	0
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes*	Annual	36	27	38	39	34			
		5-Year Moving Average	55	47	41	39	35	29	24	19
C-10	Pedestrian Fatalities**	Annual	8	7	15	12	9			
		5-Year Moving Average	8	7	9	10	10	12	13.2	14.4
C-11	Bicyclist Fatalities*	Annual	2	2	0	0	2			
		Required in 2015 5-Year Moving Average	2	2	1	1	1	1	1	1
CORE BEHAVIOR MEASURE										
B-1	Seat Belt Use**	Annual	84.1%	84.2%	78.6%	79.1%	79.0%	79.6%~	80.3%	81.1%
ACTIVITY PERFORMANCE MEASURES										
1	Safety Belt Citations	Annual	3,622	4,051	3,178	3,030	2,790	1,914~	N/A	N/A
2	Alcohol Impaired Driving Arrests	Annual	2,807	2,205	2,611	2,599	1,301	775~	N/A	N/A
3	Speeding Citations	Annual	18,395	29,777	19,097	20,105	17,415	15,513~	N/A	N/A
FATAL, A AND B INJURY CRASH TARGETS										
	Fatal, A and B Crashes**	Annual	5,025	4,998	4,915	4,713	4,648			
		5-Year Moving Average	5,492	5,351	5,168	5,008	4,860	4,693	4,532	4,371
	Alcohol-Impaired Fatal, A and B Crashes**	Annual	580	610	653	550	576			
		5-Year Moving Average	657	643	631	604	594	576	560	543
	Speed-Related Fatal, A and B Crashes**	Annual	454	374	290	334	339			
		5-Year Moving Average	447	437	388	375	358	329	305	281
	Youth-Involved Fatal, A and B Crashes**	Annual	1,576	1,414	1,402	1,300	1,246			
		5-Year Moving Average	1,805	1,686	1,572	1,487	1,388	1,278	1,174	1,071
	All Other Factors, Fatal, A and B Crashes**	Annual	3,991	4,014	3,972	3,829	3,530			
		5-Year Moving Average	4,388	4,271	4,148	4,028	3,867	3,756	3,627	3,499
	#Distracted Driver, Fatal, A and B Crashes**	Annual	696	729	791	751	798			
		5-Year Moving Average	756	738	746	750	753	744	740	740
	Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes**	Annual	46	36	53	66	58			
		5-Year Moving Average	58	50	47	51	52	48	47	46

Source: \*FARS and \*\*Nebraska State Crash Data ~ Actual Numbers N/A - Not Applicable

^ Annual Targets are based on 5-year moving average trend projects for 2015, 2016 and 2017.

+Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.

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

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

Performance Measure Identifier		Year					Projection		
		2010	2011	2012	2013	2014	2015	2016	2017
C-1	Traffic Fatalities+	190	181	212	211	225	215	210	210
C-2	Serious Traffic Injuries^	1,750	1,768	1,661	1,536	1,620	1,614	1,555	1,555
C-3	Fatalities Per 100 million VMT**^	0.98	0.95	1.10	1.09	1.15	1.22	1.07	1.07
C-3a	Rural Fatalities Per 100 million VMT	1.43	1.25	1.44	1.51	1.55	1.34	1.28	1.22
C-3b	Urban Fatalities Per 100 million VMT	0.37	0.54	0.63	0.51	0.59	0.52	0.53	0.54
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	79	79	102	105	95	87	84	80
C-5	Alcohol-Impaired Driving Fatalities (BAC=.08+)**	50	45	73	60	60	83	63	64
C-6	Speeding-Related Fatalities	36	33	44	39	49	37	37	37
C-7	Motorcyclist Fatalities+	14	23	22	14	20	26	21	22
C-8	Unhelmeted Motorcyclist Fatalities	0	2	1	1	1	0	0	0
C-9	Drivers Age 20 and Younger in Fatal Crashes	36	27	38	39	34	29	24	19
C-10	Pedestrian Fatalities+	8	7	15	12	9	19	13	14
C-11	Bicyclist and Other Cyclist Fatalities	2	2	0	0	2	1	1	1
B-1	Observed Seat Belt Use	84.1	84.2	78.6	79.1	79.0	79.6	80.3	81.1
<p>* 2015 State Vehicle Miles Traveled (VMT) Data is Not Yet Available - ~ Actual Seat Belt Usage Rate                      +Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.                      *** Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash</p>									
Activity Performance Measures~		2010	2011	2012	2013	2014	2015	2016	2017
A-1	Safety Belt Citations Issued During Grant Funded Enforcement Activities (FY)	3,622	4,051	3,178	3,030	2,790	1,914	No Goals	No Goals
A-2	Alcohol Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FY)	2,807	2,205	2,611	2,599	1,301	775	No Goals	No Goals
A-3	Speeding Citations Issued During Grant-Funded Enforcement Activities (FY)	18,395	29,777	19,097	20,105	17,415	15,513	No Goals	No Goals
~Source: NOHS - Annual Grant Reports									
Fatal, A and B Injury Crash Targets		2010	2011	2012	2013	2014	2015	2016	2017
Fatal, A and B Injury Crashes		5,025	4,998	4,915	4,713	4,648	4,693	4,532	4,371
Alcohol-Impaired Fatal, A and B Injury Crashes		580	610	653	550	576	576	560	543
Speed-Related Fatal, A and B Injury Crashes		454	374	290	334	339	329	305	281
Youth-Involved Fatal, A and B Injury Crashes		1,576	1,414	1,402	1,300	1,246	1,278	1,174	1,071
All Other Factors - Fatal, A and B Injury Crashes		3,991	4,014	3,972	3,829	3,733	3,756	3,627	3,499
**Distracted Driver Fatal, A and B Injury Crashes		696	729	791	751	798	744	740	740
***Nighttime (6 p.m. - 6 a.m.) Unrestrained Fatalities in Fatal Crashes		46	36	53	66	58	48	47	46
<p>Source: Standard Summary of Nebraska - Statewide - Fatal, A and B Injuries                      **Disracted Driving includes Followed To Closely, Inattention, Mobile Phone Distraction, Distracted - Other</p>									

## Traffic Safety Core Performance Measures and Targets

<b>C-1</b>	<b>Traffic Fatalities (FARS)</b> To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
<b>C-2</b>	<b>Serious Traffic Injuries (State Crash Data)</b> To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
<b>C-3</b>	<b>Fatalities/VMT (FARS/FHWA)</b> To limit increasing traffic fatalities per 100 million vehicle miles (VMT) to 1.9 percent from 1.05 (2010-2014 moving average) to 1.07 by December 31, 2017.
<b>C-3a</b>	<b>Rural Fatalities/VMT (FARS/FHWA)</b> To reduce rural fatalities/VMT by 15.3 percent from 1.44 (2010-2014 moving average) to 1.22 by December 31, 2017.
<b>C-3b</b>	<b>Urban Fatalities/VMT (FARS/FHWA)</b> To limit increasing urban fatalities/VMT to 2 percent from 0.53 (2010-2014 moving average) to 0.54 by December 31, 2017.
<b>C-4</b>	<b>Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)</b> To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.
<b>C-5</b>	<b>Alcohol-Impaired Driving Fatalities (FARS)</b> To limit increasing alcohol-impaired driving fatalities to 10.3 percent from 58 (2010-2014 moving average) to 64 by December 31, 2017.
<b>C-6</b>	<b>Speeding-Related Fatalities (FARS)</b> To reduce speeding-related fatalities by 7.5 percent from 40 (2010-2014 moving average) to 37 by December 31, 2017.
<b>C-7</b>	<b>Motorcyclist Fatalities (FARS)+</b> To limit increasing motorcyclist fatalities to 15.8 percent from 19 (2010-2014 moving average) to 22 by December 31, 2017.
<b>C-8</b>	<b>Unhelmeted Motorcyclist Fatalities (FARS)</b> To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 1 (2010-2014 moving average) to 0 by December 31, 2017.
<b>C-9</b>	<b>Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</b> To reduce drivers age 20 and younger involved in fatal crashes by 45.7 percent from 35 (2010-2014 moving average) to 19 by December 31, 2017.
<b>C-10</b>	<b>Pedestrian Fatalities (FARS)+</b> To limit increasing pedestrian fatalities to 44 percent from 10 (2010-2014 moving average) to 14 by December 31, 2017.
<b>C-11</b>	<b>Bicyclist Fatalities (FARS)</b> To reduce bicyclist fatalities by 10 percent from 1 (2010-2014 moving average) to 1 by December 31, 2017.
<b>B-1</b>	<b>Seat Belt Use Rate (Observed Seat Belt Use Survey)</b> To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year average usage rate of 79.6 percent to 81.1 percent by December 31, 2017.
<b>NOHS - FATAL, A AND B INJURY CRASH TARGETS</b>	
	<b>Fatal, A and B Crashes (State Crash Data)</b> Reduce fatal, A and B crashes by 10.1 percent from 4,860 (2010-2014 moving average) to 4,371 by December 31, 2017.
	<b>Alcohol-Impaired Fatal, A and B Crashes (State Crash Data)</b> Reduce alcohol-impaired fatal, A and B crashes by 8.6 percent from 594 (2010-2014 moving average) to 543 by December 31, 2017.
	<b>Speed-Related Fatal, A and B Crashes (State Crash Data)</b> Reduce speed-related fatal, A and B crashes by 21.5 percent from 358 (2010-2014 moving average) to 281 by December 31, 2017.
	<b>Youth-Involved Fatal, A and B Crashes (State Crash Data)</b> Reduce youth-involved fatal, A and B crashes by 22.8 percent from 1,388 (2010-2014 moving average) to 1,071 by December 31, 2017.
	<b>All Other Factors, Fatal, A and B Crashes (State Crash Data)</b> Reduce all other factors fatal, A and B crashes by 9.5 percent from 3,867 (2010-2014 moving average) to 3,499 by December 31, 2017.
	<b>Distracted Driver, Fatal, A and B Crashes (State Crash Data)*</b> <b>(* Includes Inattention, Mobile Phone Distraction, Distracted-Other, Following Too Closely)</b> Reduce distracted driver fatal, A and B crashes by 1.7 percent from 753 (2010-2014 moving average) to 740 by December 31, 2017.
	<b>Nighttime (6 p.m.-6 a.m.) Unrestrained Fatalities in Fatal, A and B Crashes (State Crash Data)</b> Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 11.5 percent from 52 (2010-2014 moving average) to 46 by December 31, 2017.
	<b>Source: FARS and Standard Summary of Nebraska - Motor Vehicle Accidents - Statewide - Fatal, A and B Injuries/Nebraska Department of Roads</b>

## Program, Project and Activity Selection Process

The NOHS utilizes the following major steps to determine the appropriate selection of programs, projects, and activities for the federal fiscal year which runs the period of October 1 through September 30 (FY2017) 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.

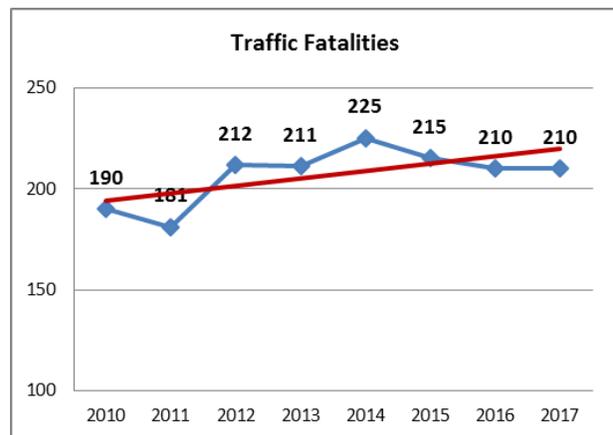
Using the experience and expertise of the NOHS professional staff and state crash data, an appropriate overall statewide performance target and performance measures in selected emphasis areas are established. Projections are based on a trend analysis predictive model program using the five year moving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

### Performance Targets and Trends

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

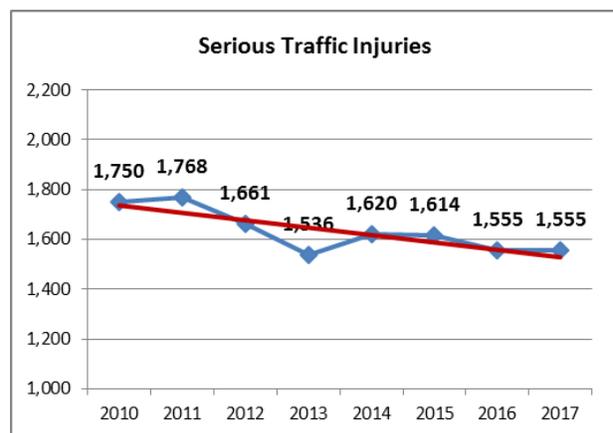
To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.

**Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.**



#### 2: Serious Traffic Injuries (State Crash Data)

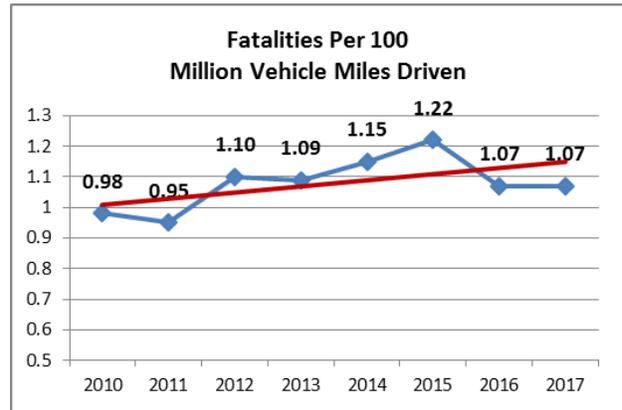
To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.



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

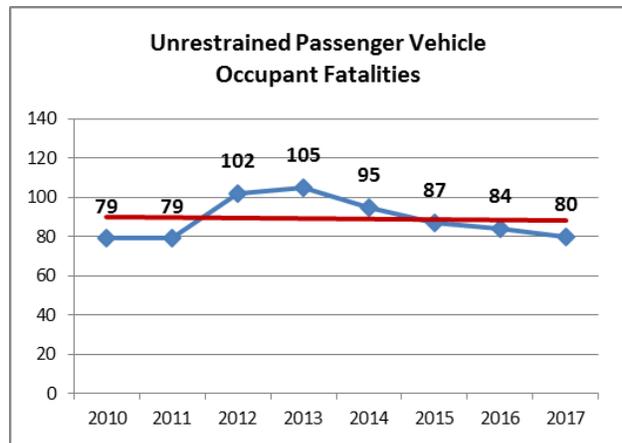
To limit increasing traffic fatalities per 100 million vehicle miles (VMT) to 1.9 percent from 1.05 (2010-2014 moving average) to 1.07 by December 31, 2017.

Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



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

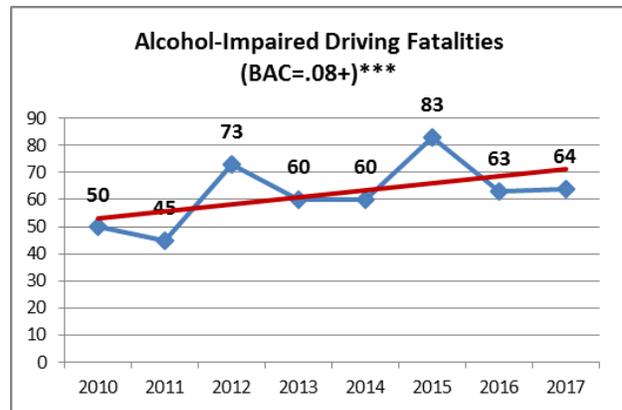
To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.



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

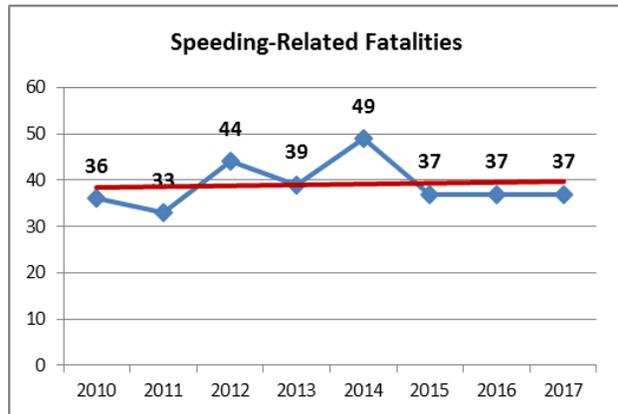
To limit increasing alcohol-impaired driving fatalities to 10.3 percent from 58 (2010-2014 moving average) to 64 by December 31, 2017.

Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.



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

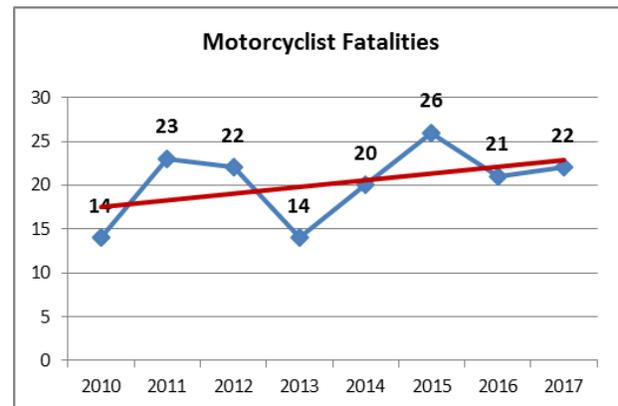
To reduce speeding-related fatalities by 7.5 percent from 40 (2010-2014 moving average) to 37 by December 31, 2017.



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

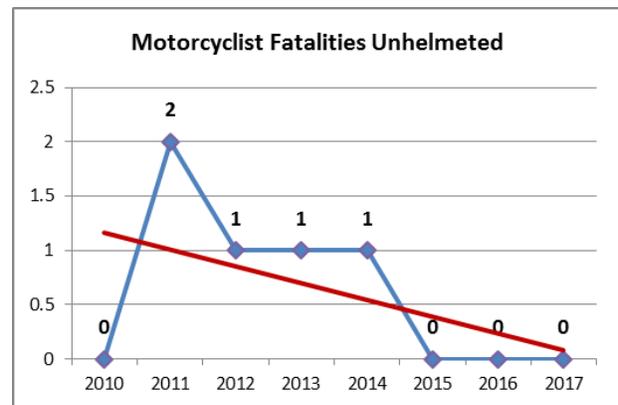
To limit increasing motorcyclist fatalities to 15.8 percent from 19 (2010-2014 moving average) to 22 by December 31, 2017.

**Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.**



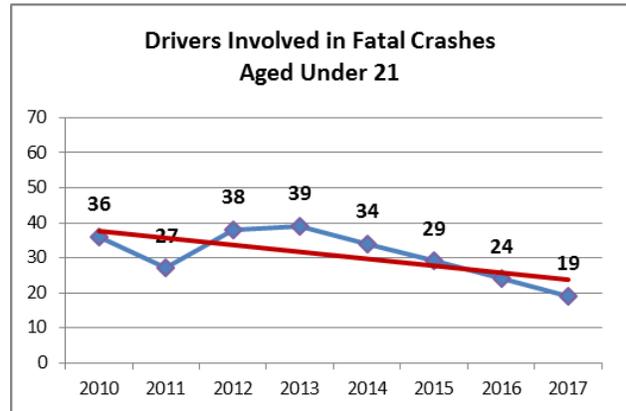
**C-8: Unhelmeted Motorcyclist Fatalities (FARS)**

To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 1 (2010-2014 moving average) to 0 by December 31, 2017.



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

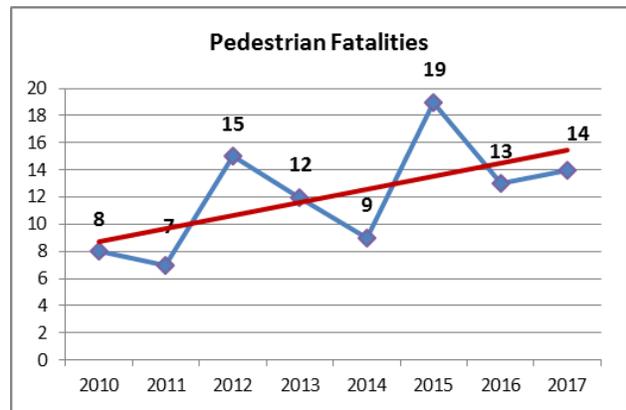
To reduce drivers age 20 and younger involved in fatal crashes by 45.7 percent from 35 (2010-2014 moving average) to 19 by December 31, 2017.



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

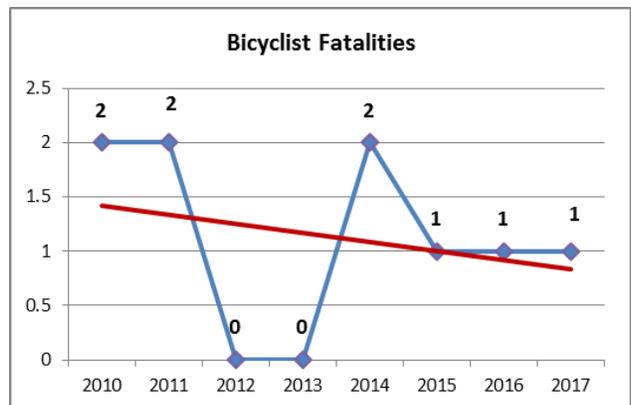
To limit increasing pedestrian fatalities to 44 percent from 10 (2010-2014 moving average) to 14 by December 31, 2017.

**Predictions based on a trend analysis predictive model indicated these performance areas would increase in 2015-2017.**



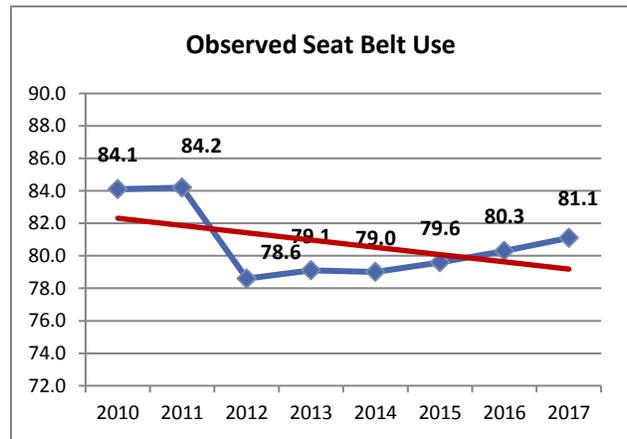
**C-11: Bicyclist Fatalities (FARS)**

To reduce bicyclist fatalities by 10 percent from 1 (2010-2014 moving average) to 1 by December 31, 2017.



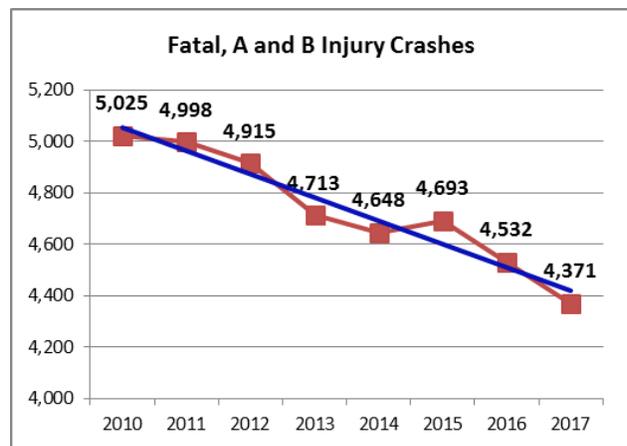
**B-1: Observed Seat Belt Use Rate (State Survey)**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year average usage rate of 79.6 percent to 81.1 percent by December 31, 2017.



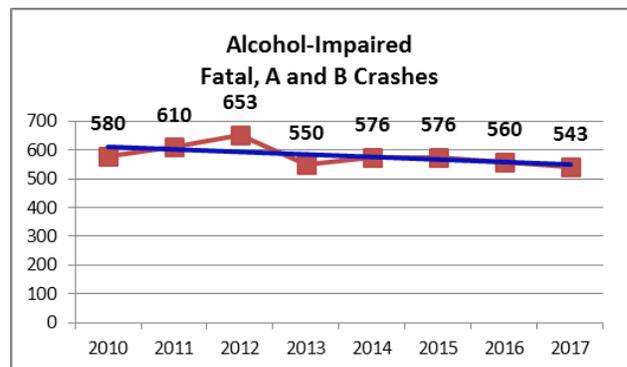
**NOHS Target: Fatal, A and B Injury Crashes (State Crash Data)**

Reduce fatal, A and B crashes by 10.1 percent from 4,860 (2010-2014 moving average) to 4,371 by December 31, 2017.



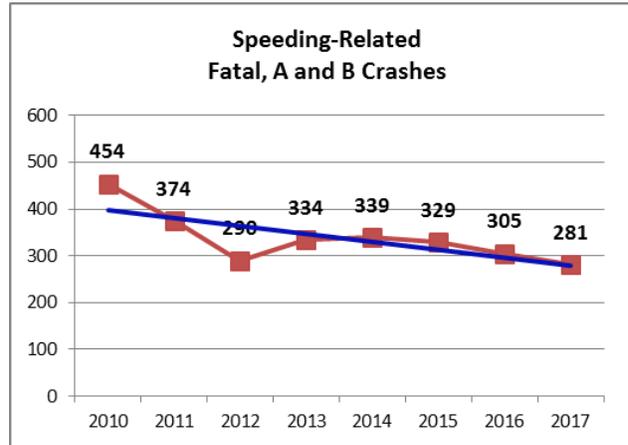
**NOHS Target: Alcohol-Impaired Fatal, A and B Injury Crashes (State Crash Data)**

Reduce alcohol-impaired fatal, A and B crashes by 8.6 percent from 594 (2010-2014 moving average) to 543 by December 31, 2017.



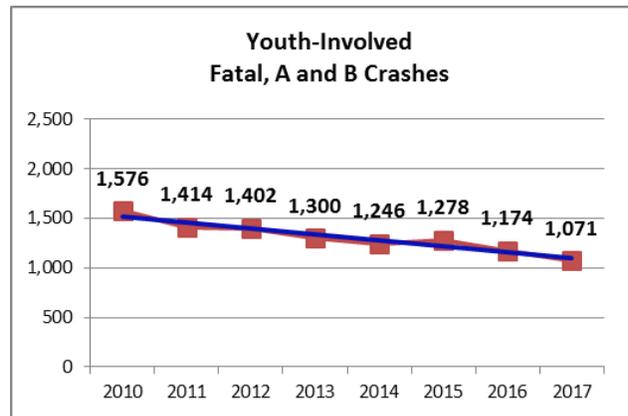
**NOHS Target: Speed-Related Fatal, A and B Injury Crashes (State Crash Data)**

Reduce speed-related fatal, A and B crashes by 21.5 percent from 358 (2010-2014 moving average) to 281 by December 31, 2017.



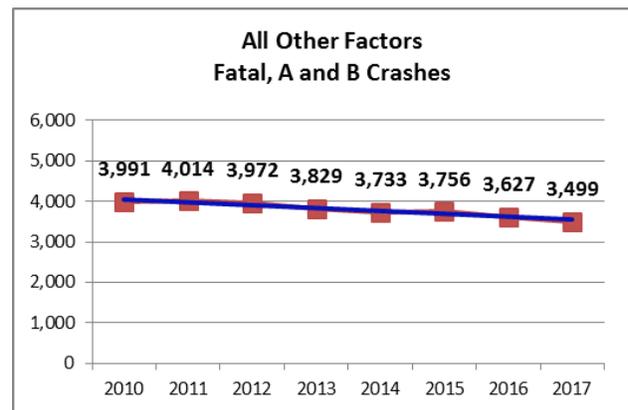
**NOHS Target: Youth-Involved Fatal, A and B Injury Crashes - (Drivers Age 20 or younger) (State Crash Data)**

Reduce youth-involved fatal, A and B crashes by 22.8 percent from 1,388 (2010-2014 moving average) to 1,071 by December 31, 2017.



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

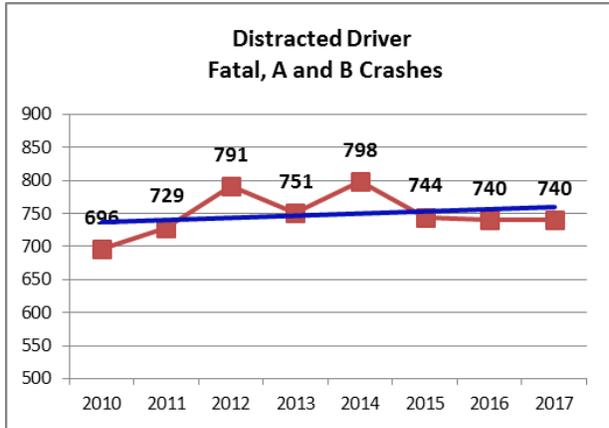
Reduce all other factors fatal, A and B crashes by 9.5 percent from 3,867 (2010-2014 moving average) to 3,499 by December 31, 2017.



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

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

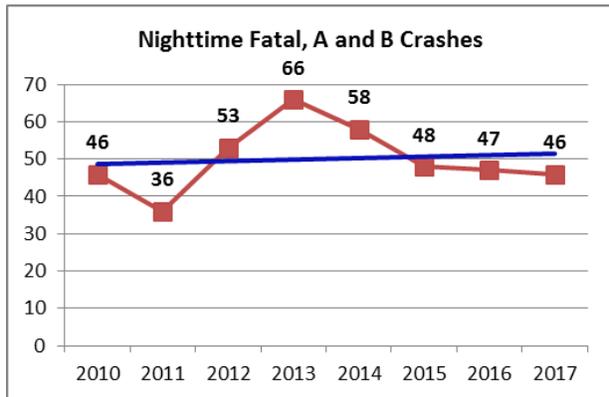
Reduce distracted driver fatal, A and B crashes by 1.7 percent from 753 (2010-2014 moving average) to 740 by December 31, 2017.



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

\*Includes Not Used and Unknown

Reduce nighttime (6 p.m. - 6 a.m.) unrestrained fatalities in fatal crashes by 11.5 percent from 52 (2010-2014 moving average) to 46 by December 31, 2017.



Nebraska State Traffic Records Data

<b>NEBRASKA STATE TRAFFIC RECORDS DATA</b>					
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>POPULATION<sup>^</sup></b>	1,830,141	1,830,141	1,830,141	1,868,516	1,868,516
<b>LICENSED DRIVERS</b>	1,383,840	1,388,987	1,395,941	1,407,635	1,418,817
<b>REGISTERED VEHICLES</b>	2,224,101	2,261,678	2,278,670	2,315,126	2,339,986
<b>VEHICLE MILES (MILLIONS)</b>	19,517	19,478	19,315	19,363	19,795
<b>FATALITY RATE (MILLIONS)</b>	0.97	0.93	1.10	1.10	1.10
<b>FATAL CRASHES</b>	166	164	190	190	203
<b>FATALITIES</b>	190	181	212	211	225
<b>A* INJURY CRASHES</b>	1,403	1,447	1,357	1,241	1,293
<b>B* INJURY CRASHES</b>	3,456	3,387	3,368	3,282	3,152
<b>C* INJURY CRASHES</b>	6,703	6,351	6,296	6,544	6,571
<b>A* INJURIES</b>	1,750	1,768	1,661	1,536	1,620
<b>B* INJURIES</b>	4,618	4,481	4,388	4,287	4,061
<b>C* INJURIES</b>	10,344	9,859	9,823	10,260	10,190
<b>ALCOHOL RELATED FATAL CRASHES</b>	46	49	81	65	75
<b>ALCOHOL RELATED FATALITIES</b>	53	51	87	70	78
<b>ALCOHOL RELATED A &amp; B** INJURY CRASHES</b>	534	561	572	482	501
<b>ALCOHOL RELATED C** INJURY CRASHES</b>	256	276	270	279	276
<b>ALCOHOL RELATED A &amp; B** INJURIES</b>	749	745	778	695	765
<b>ALCOHOL RELATED C** INJURIES</b>	437	448	443	361	355
<b>DRIVING UNDER INFLUENCE (DUI) ARRESTS#</b>	12,399	12,034	10,605	9,263	8,514
<b>DRIVING UNDER INFLUENCE (DUI) CONVICTIONS##</b>	10,724	10,549	9,500	8,703	7,560
<b>SAFETY BELT CONVICTIONS##</b>	9,869	9,813	9,267	8,845	8,899
<b>CHILD RESTRAINT CONVICTIONS##</b>	1,530	1,444	1,431	1,240	1,200
<b>OBSERVED CHILD RESTRAINT USE</b>	91.5%	95.1%	95.9%	95.9%	96.9%
<b>REPORTED RESTRAINT USE### (FATAL, A* &amp; B*)</b>	72.9%	73.6%	72.7%	74.2%	73.7%
<b>OBSERVED RESTRAINT USE</b>	84.1%	84.2%	78.6%	79.1%	79.0%
<b>SPEEDING CONVICTIONS##</b>					
COUNTY/STATE	36,913	36,720	33,360	32,313	32,212
MUNICIPAL	29,789	31,347	27,692	22,531	20,015
INTERSTATE	8,839	8,025	8,884	8,378	8,141
SPEEDING	1,298	1,098	1,175	923	1,030
SPEED TOO FAST FOR CONDITIONS	699	700	391	509	531
<b>TOTAL SPEED CONVICTIONS</b>	77,538	77,890	71,502	64,654	61,929
* A - Disabling Injuries    B - Visible, but not Disabling Injury    C - Possible Injury					
^ U.S. Census Bureau, Population Estimates Program					
License Drivers include all Permits (LPE, LPD, SCH, POP) Registered Vehicles includes Nebraska Based Commercial Vehicles					
# Source: Nebraska Commission on Law Enforcement and Criminal Justice, Uniform Crime Reports					
## Source: Nebraska Department of Motor Vehicles, Driver Records Statistics					
### Source: Nebraska Department of Roads, Standard Summary of Nebraska, 4/27/10, 4/25/11, 4/17/12, 6/20/13, 5/2/14, 3/19/15					
Nebraska Office of Highway Safety, P.O. Box 94612, Lincoln, NE 68509					
Phone: (402)471-2515    FAX: (402)471-3865    Last Date Modified: 8/18/15					



## 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 FY2017 problem identification process, the NOHS will be using the previous five years overall statewide data analysis utilizing reported fatal, A (disabling) and B (visible, but not disabling injury) type injury crashes as the primary source of information.

Geographical problem identification considerations will primarily concentrate on the selected 22 priority counties, representing 80.5% of the population. These counties and the communities within them have been selected based upon crash data from the previous five years.

 <b>NEBRASKA PRIORITY COUNTIES FOR FY2017</b> COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES										
Congressional District	County	2014 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	Low Occ/Prot Percentage	2014 Population**	
Three	Adams	53	21.85	3.71	3.30	7.01	14.84	61.0%	31,457	
Three	Buffalo	125	20.97	2.35	0.50	5.37	18.12	73.0%	48,224	
One	Cass	55	13.32	2.91	1.70	2.66	8.72	64.9%	25,524	
Three	Custer	28	16.44	3.52	1.76	2.94	11.16	51.7%	10,728	
Three	Dakota	35	17.82	1.02	1.02	4.58	15.78	65.4%	20,850	
Three	Dawson	55	12.52	2.73	1.59	2.50	8.20	77.9%	24,096	
One	Dodge	96	27.06	3.38	1.97	8.46	21.70	75.7%	36,744	
Two	Douglas	1,276	30.14	3.71	1.04	7.72	25.39	72.4%	543,244	
Three	Gage	48	20.80	3.47	0.87	5.20	16.47	69.5%	21,663	
Three	Hall	141	22.03	2.81	1.25	4.84	17.97	71.6%	61,492	
Three	Hamilton	28	9.35	0.67	2.34	3.01	6.35	56.1%	9,135	
One	Lancaster	1,014	43.00	4.41	1.95	12.43	36.64	86.1%	301,795	
Three	Lincoln	143	23.49	3.61	2.96	5.59	16.92	65.8%	35,815	
One	Madison	100	33.14	3.98	2.65	12.59	26.51	72.7%	35,174	
One	Otoe	30	12.34	2.88	2.06	1.65	7.40	50.0%	15,797	
One	Platte	70	23.02	2.30	2.96	5.59	17.76	69.5%	32,666	
One/Two	Sarpy	289	23.59	2.61	0.98	8.41	20.00	88.4%	172,193	
One	Saunders	46	19.75	2.15	4.29	7.30	13.31	66.0%	20,919	
Three	Scotts Bluff	67	22.31	3.33	1.33	5.66	17.65	67.9%	36,465	
One	Seward	50	13.01	0.52	1.04	3.12	11.45	74.1%	17,150	
One	Washington	46	22.93	3.99	2.49	8.97	16.45	68.5%	20,258	
Three	York	45	12.83	0.29	1.14	3.14	11.40	75.5%	13,917	
<b>22 County Population</b>										1,535,306
<b>Statewide</b>		<b>4,648</b>	<b>23.48</b>	<b>2.91</b>	<b>1.71</b>	<b>6.29</b>	<b>18.84</b>	<b>73.7%</b>	<b>1,882,980</b>	
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage										
Data taken from 2014 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.										
**U.S. Census Bureau Population Estimate as of July 1, 2015										
Revised 6/10/2016										
**Population information is used to document the percentage of state's population represented.										
Nebraska 2014 data is the most current data for the FY2017 Plan Provided by: Nebraska Office of Highway Safety, PO Box 94612, Lincoln NE										

## Nebraska Fatal, A and B Injury Crashes (FY2014)

<b>NEBRASKA FATAL, A &amp; B INJURY CRASHES (CY 2014)</b>											
(COUNTIES BY CRASH TOTAL)											
DIST.	COUNTY	FATAL	A *	B *	TOTAL	DIST.	COUNTY	FATAL	A *	B *	TOTAL
2	DOUGLAS	34	331	911	1,276	3	BOX BUTTE	2	13	12	27
1	LANCASTER	23	236	755	1,014	3	SALINE	0	13	13	26
1-2	SARPY	2	78	209	289	1	CUMING	4	4	17	25
3	LINCOLN	8	37	98	143	1	BUTLER	1	10	13	24
3	HALL	4	44	93	141	3	KEITH	2	7	15	24
3	BUFFALO	5	33	87	125	3	MERRICK	4	9	11	24
1	MADISON	2	28	70	100	3	SHERIDAN	3	3	17	23
1	DODGE	6	24	66	96	3	CLAY	2	9	9	20
1	PLATTE	3	16	51	70	3	HOLT	0	11	9	20
3	SCOTTS BLUFF	5	22	40	67	3	PIERCE	4	5	11	20
1	CASS	6	11	38	55	3	RED WILLOW	1	8	11	20
3	DAWSON	6	6	43	55	3	CHEYENNE	2	6	11	19
3	ADAMS	2	22	29	53	3	DAWES	0	6	13	19
1	SEWARD	7	16	27	50	3	KIMBALL	1	11	7	19
3	GAGE	1	13	34	48	3	CEDAR	3	6	9	18
1	SAUNDERS	4	17	25	46	3	KEARNEY	1	8	9	18
1	WASHINGTON	2	14	30	46	3	KNOX	1	8	8	17
3	YORK	1	15	29	45	3	NEMAHA	0	7	10	17
3	DAKOTA	4	7	24	35	3	PHELPS	0	3	14	17
1	OTOE	1	11	18	30	3	RICHARDSON	1	6	10	17
3	CUSTER	4	3	21	28	3	FURNAS	1	8	7	16
3	HAMILTON	1	10	17	28	3	JEFFERSON	2	6	8	16
	<b>TOTAL</b>	<b>131</b>	<b>994</b>	<b>2,715</b>	<b>3,840</b>	1-3	THURSTON	5	6	5	16
						1	STANTON	2	5	8	15
						3	THAYER	2	5	8	15
						3	CHERRY	2	7	5	14
						3	MORRILL	3	5	6	14
						3	WAYNE	2	4	8	14
	<b>STATE TOTAL</b>	<b>203</b>	<b>1,293</b>	<b>3,152</b>	<b>4,648</b>	3	BOONE	1	2	10	13
						1	COLFAX	0	4	9	13
						3	JOHNSON	0	5	8	13
						1	POLK	2	3	8	13
						3	DEUEL	0	2	10	12
						3	HOWARD	2	4	6	12
						1	BURT	0	1	10	11
						3	SHERMAN	1	3	7	11
						3	ANTELOPE	1	2	7	10
						3	FILLMORE	1	6	3	10
						3	WEBSTER	0	6	4	10
						3	BROWN	1	0	8	9
						3	NANCE	2	2	5	9
						3	VALLEY	0	4	5	9
						3	CHASE	3	4	1	8
						3	DIXON	0	5	3	8
						3	DUNDY	0	3	5	8
						3	FRANKLIN	1	7	0	8
						3	GOSPER	1	3	4	8
						3	PAWNEE	1	4	3	8
						3	PERKINS	0	5	3	8
						3	HITCHCOCK	0	2	5	7
						3	FRONTIER	1	1	4	6
						3	NUCKOLLS	0	4	2	6
						3	GREELEY	0	1	4	5
						3	HARLAN	1	1	3	5
						3	BOYD	0	2	2	4
						3	BANNER	0	2	1	3
						3	GARDEN	0	2	1	3
						3	GRANT	0	0	3	3
						3	HAYES	0	2	1	3
						3	KEYA PAHA	2	1	0	3
						3	LOUP	0	0	3	3
						3	THOMAS	0	3	0	3
						3	HOOVER	0	0	2	2
						3	SIoux	0	1	1	2
						3	WHEELER	0	1	1	2
						3	GARFIELD	0	0	1	1
						3	MCPHERSON	0	1	0	1
						3	ROCK	0	1	0	1
						3	ARTHUR	0	0	0	0
						3	BLAINE	0	0	0	0
						3	LOGAN	0	0	0	0
							<b>TOTAL</b>	<b>72</b>	<b>299</b>	<b>437</b>	<b>808</b>

CY - Calendar Year  
 \* INJURY SEVERITY CODES  
 A = Disabling Injury  
 B = Visible, but not disabling injury

As of 1/27/2016

## Evidence-Based (E-BE) Traffic Safety Enforcement Program

The evidence-based (E-BE) traffic safety enforcement program is focused on preventing traffic crashes, crash-related fatalities and injuries in the areas of highest risk. Analysis of Nebraska's crashes, crash fatalities and serious injuries in the highest risk areas are extracted from the "**Nebraska Fatal, A and B Injury Crashes (CY2014)**" outlined on page 22. From that crash data, and the "**Nebraska State Traffic Records Data**" outlined on page 19, the "**Nebraska Priority Counties**" outlined on page 21 are identified to implement our proven enforcement activities throughout the year. Nebraska's E-BE is implemented through deployment of our resources in the priority counties throughout the year with the exception of mobilizing the entire state during the "Click It or Ticket" mobilizations and the "You Drink and Drive. You Lose." crackdowns. Each enforcement effort is analyzed at its conclusion and adjustments are made to the E-BE as identified from the project analysis. Utilizing the NHTSA *High Visibility Enforcement Tool Kit*, each enforcement effort is analyzed at its conclusion and adjustments are made to the E-BE as identified from the project analysis.

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

- The approach utilized by the NOHS is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, occupant protection, underage drinking enforcement and general traffic enforcement. Funding assistance is awarded to law enforcement agencies in the priority counties. Additional projects are developed to fund the statewide mobilizations and crackdowns. Complementary projects within the priority counties in the public information and education areas may also target the specific dates and times of the enforcement efforts.
- The problem identification utilized by the NOHS is outlined above in the narrative portion of the E-BE. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Nebraska's fatal, A and B injury crash data is not only utilized to determine the priority counties to direct us where to make the greatest impact, it is further broken down by type of crash so our efforts can be directed to the why of the crash, i.e. speed, alcohol, restraint usage, impaired driving. Additional breakdown of time of day, day of week is utilized to direct the overtime enforcement efforts.
- The enforcement program is implemented by awarding selective overtime enforcement mini-grants to the law enforcement agencies in the priority counties. Agencies applying for funding assistance for selective overtime enforcement are required to do further problem identification within their city or county to determine when and where they should conduct the enforcement for the greatest impact. Funding for overtime salaries and mileage are eligible for reimbursement. The components of the awards mirror the national enforcements with pre and post media events and required activity reporting. The enforcement program also includes statewide enforcement efforts for the mobilizations and crackdowns which include extensive national and state media campaigns. All law enforcement working on alcohol selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing training.
- The NOHS monitors and assesses each of the awarded selective overtime mini-grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Citations issued against hours worked ratios are evaluated to determine if future awards are merited. Adjustments are made to our enforcement plan throughout the year. The NOHS staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon

these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve High Visibility Enforcement (HVE) effectiveness.

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

## Nebraska Annual Traffic Safety Study 2016

THE NEBRASKA POLL - May 2016

### HIGHLIGHT SUMMARY

#### *Methodology*

- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 19 – May 5, 2016.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

#### *Impaired Driving*

- Core Question: 26% of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Question: A plurality (35%) indicated the chances of getting arrested if they drive after drinking are somewhat likely.
- Core Question: Just less than half of the respondents (47%) indicated awareness of drunk driving enforcement by police in the last 30 days.
- Just over half (52%) indicated awareness of drunk driving messages in the past 60 days.

#### *Seat Belts*

- Core Question: A majority (78%) of respondents indicated they always wear safety belts when they drive or ride.
- Core Question: A majority (60%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (36% somewhat unlikely plus 24% very unlikely).
- Core Question: 28% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of Click It or Ticket messages in the past 60 days. A plurality of those (37%) had seen the messages on TV.

#### *Speed*

- Core Question: A majority (51%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph.
- Core Question: A plurality (49%) indicated they never drive faster than 70 mph on a road posted at 65 mph.
- Core Question: 29% indicated awareness of speed enforcement in the past 30 days.
- Core Question: A plurality (38%) indicated the chances of getting a ticket for speeding are somewhat likely.

#### *Distractions Driving*

- A majority (58%) of respondents support a law allowing a ticket solely for cell phone use while driving.
- Nearly nine out of ten respondents (89%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

#### *Other Highway Safety Issues*

- A super majority (73%) indicated that Nebraska's law requiring **motorcycle helmets** should be continued.

#### *Demographics*

- Most respondents (99%) indicated they have a driver's license.
- Ages (controlled): 16-20, 1%; 21-34, 14%; 35-49, 38%; 50-64, 28%; 65 up, 20%.

- Annual household incomes: under \$40,000, 22%; \$20,000-40,000, 37%; over \$40,000, 42%.
- Phone types (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 34%; District Two, 32%; District Three, 34%.
- Gender: 48% male and 52% female (controlled).

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

#### **Impaired Driving**

- The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (8%); drunk/impaired driving (1%); traffic and road conditions (14%).
- Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.32) and drunk driving (mean score of 4.24) were named as bigger problems than the fuel tax situation (3.27) by a significant margin.
- Respondents were equally divided on whether Nebraska penalties for drunk driving are not tough enough, (48%) or about right (47%), while 5% indicated they are too tough.
- Respondents were asked to rate the effectiveness of three measures to prevent drunk driving. The leading measure was mandatory daily alcohol offender monitoring with a mean score of 3.63, followed by motor vehicle sobriety check points (mean score of 3.33) and mandatory offender education (mean score of 3.30).
- Respondents were next asked whether they favor or oppose each of three specific penalties for drunk driving. All were favored by a majority of respondents. Leading the list of penalties was mandatory treatment for drunk driving offenders (77% favoring); followed by mandatory sentencing for drunk driving offenses (68% favoring); and mandatory interlock ignition for all first-time offenders (64% favoring).
- Ten percent (10%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.
- CORE QUESTION: About one-fourth of the respondents (26%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- CORE QUESTION: About a third the respondents (35%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while 30% indicated the chances of that are somewhat unlikely.
- CORE QUESTION: Less than half of the respondents (47%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.
- Over half of the respondents (52%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

#### **Seat Belts**

- CORE QUESTION: A super-majority (78%) indicated they always wear safety belts when they drive or ride.
- CORE QUESTION: A majority (60%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely (36% somewhat unlikely plus 24% very unlikely).
- CORE QUESTION: Less than a third of respondents (28%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.
- Less than half the respondents (44%) indicated they had read, seen or heard Click It or Ticket seat belt messages in the past 60 days. In an open ended question, a plurality of respondents (37%) indicated they had seen the Click It or Ticket ads on TV, while 12% indicated billboards and 17% indicated they had heard the radio ads.
- For the seventh straight year, a majority of respondents (57%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

- Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (30%) indicated \$25-50, 26% indicated \$51-100, 23% indicated more than \$200, 15% indicated \$101-150 and 6% indicated \$151-200.
- Nearly a fourth of the respondents (24%) indicated they have children weighing between 40 and 80 pounds, and of those 71% indicated they use a booster seat for their child in the car.

### **Speed**

- CORE QUESTION: A majority of respondents (51%) indicated they rarely drive faster than 35 mph on a road posted at 30 mph, while 19% indicated never, 17% indicated half the time and 13% indicated most of the time.
- CORE QUESTION: Nearly half of respondents (49%) indicated they never drive faster than 70 mph on a road posted at 65 mph, while another 37% indicated they rarely drive faster than 70 on those roads, 8% indicated half the time and 5% indicated most of the time.
- CORE QUESTION: Less than a third of respondents (29%) indicated they had heard something about speed enforcement by police in the past 30 days.
- CORE QUESTION: A plurality of respondents (38%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 24% indicated likely, 18% unlikely, 15% very likely and 6% very unlikely.

### **Distracted Driving Laws**

- A majority of the respondents (58%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving, while 41% opposed that and 2% had no opinion.
- Nine out of ten (89%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 11% opposed that.

### **Miscellaneous**

- A super-majority of respondents (73%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 23% said it should be repealed and 4% had no opinion.
- A majority of respondents (64%) indicated that drivers over the age of 70 should be required to drive as part of their test every time they renew their license, while 34% opposed such a requirement and 3% had no opinion.

### **Demographics**

- Most respondents (99%) indicated they have a driver's license.
- Respondents indicated distribution in the following age categories (controlled variable): 16-20, 1%; 21-34, 14%; 35-49, 38%; 50-64, 28%; 65 up, 20%.
- Respondents indicated distribution in the following annual household income categories: under \$40,000, 22%; \$40,000-80,000, 37%; over \$80,000, 42%.
- Cell phone numbers were included in the sample; 60% of the respondents were interviewed on their traditional landlines and 40% on their cell phones.
- Respondents were distributed among Nebraska's three congressional districts as follows (controlled variable): District One, 34%; District Two, 32%; District Three, 34%.
- By control, respondents were 48% male and 52% female.

## Highway Safety Communication Plan

### Paid Media

In FY2017, the Nebraska Office of Highway Safety (NOHS) 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 NOHS 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 NOHS 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) high school, collegiate and professional sports marketing; 7) social media/digital electronic ; and 8) print.
- The NOHS will use media methods for: 1) Occupant Restraints (**Click It or Ticket**); 2) Impaired Driving (**Drive Sober or Get Pulled Over & You Drink & Drive, You Lose**); 3) Underage Drinking (**Tip Line 1-866-MUST-BE-21**); 4) Distracted Driving (**Just Put It Down**); 5) Motorcycle Safety (**Live To Ride**); and 6) Railroad Grade Crossing Safety (**Operation Lifesaver**).
- The NOHS also enhances the volume of paid media marketing/advertising during the national **Click It or Ticket** Mobilization and **Impaired Driving** Crackdown the additional designated **Click It or Ticket** Mobilization. Special **Underage Drinking** campaigns are also conducted around the prom and graduation periods, in addition to the holiday breaks beginning with the Thanksgiving holiday through the end of January.

### Public Information and Education (PI&E) Materials

In FY2017, the NOHS will continue to support the traffic safety program with available printed 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 NOHS website.

The NOHS offers to create and print materials for our traffic safety program partners to assist us in our PI&E efforts.

The NOHS 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 NOHS website to assist in identifying specific safety information needs.

In addition, the NOHS also has the fatal vision goggles, speed monitoring trailers, and breath alcohol mobile testing unit that are available for loan for qualifying individuals and organizations.

### Earned Media

In FY2017, the NOHS will continue to utilize the Governor's Office, the Nebraska State Patrol, the Department of Health & Human Services, the Department of Motor Vehicles, the Department of Roads, and local agencies/organizations to assist with kick off news conferences for the national and state traffic safety mobilizations.

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

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

### **Social Media**

For the past six years, the NOHS has continued to expand the marketing/advertising of traffic safety related information via the social networking sites. The NOHS has used social marketing through the media buy contractor for the ***Click It or Ticket*** campaign efforts with apparent success. Additionally, NOHS works with DHHS to increase impressions, across the state, using social media to expand messaging through our stakeholders. The Department of Roads included the 30 second radio ad on their YouTube mobile and Vimeo. Expanding the use of Twitter, Facebook, and others is a goal for FY2017.

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

The Nebraska Office of Highway Safety (NOHS) has allocated its potential available Section 402 State and Community Highway Safety funds for federal fiscal year 2017 (October 1, 2016 - September 30, 2017) to 30 program project grants. This listing provides a brief description of the program project grants. While there are 30 program project grants, an expected total of more than 100 individual agreements will result from mini-grant contract application awards. A total of \$2,947,825.00 has been estimated for fiscal year 2017. The Section 405 (405b, 405c, 405d, 405e and 405f) and 1906 will result in another 22 project grants for a total of more than 200 mini-grant contracts resulting in an estimated total of \$3,406.973.00.

**Section 402 - Planning and Administration**

**Project Grant Number:** 402-17-01

**Project Grant Title:** Planning and Administration/NOHS

**Description:**

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

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

**Budget:** \$160,000.00 Section 402

**Section 402 - Planning and Administration  
Budget Summary**

Project Grant Number	Project Grant Title	Budget	Budget Source
402-17-01	Planning and Administration	\$160,000.00	402
<b>Total 402 Funds</b>		<b>\$160,000.00</b>	

## Section 402: Alcohol Program Area

### Targets:

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- To limit increasing alcohol-impaired driving fatalities by 10.3 percent from 58 (2010-2014 moving average) to 64 by December 31, 2017.
- Reduce alcohol-impaired fatal, A and B crashes by 8.6 percent from 594 (2010-2014 moving average) to 543 by December 31, 2017.

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**Project Grant Number:** 402-17-06

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

### Description:

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

**Budget:** \$230,820.00 Section 402

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**Project Grant Number:** 402-17-09

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

### Description:

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

**Budget:** \$95,000.00 Section 402

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**Project Grant Number: 402-17-10**

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

**Description:**

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

**Budget: \$213,334.00 Section 402**

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**Project Grant Number: 402-17-11**

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

**Description:**

This grant provides funding to the NOHS to assist local law enforcement agencies in obtaining supplies (mouthpieces, dry gas, regulators, etc.) and completing repairs for preliminary and evidentiary alcohol testing equipment. Funding is also provided to maintain the State's Breath Alcohol Testing Mobile Vehicle (BAT mobile). The breath alcohol testing (BAT) mobile vehicle is loaned to law enforcement agencies at no cost to them to assist in impaired driving enforcements and education efforts.

**Budget: \$40,000.00 Section 402**

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**Project Grant Number: 402-17-12**

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

**Description:**

Grant funding is provided via mini-grant agreements for daytime and nighttime selective overtime alcohol enforcement (compliance checks, saturation patrols, sobriety checkpoints, shoulder taps, "You Drink & Drive, You Lose," Impaired Driving Crackdowns") for state and local law enforcement agencies. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

**Budget: \$200,000.00 Section 402**

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**Project Grant Number: 402-17-17**

**Project Grant Title: MADD Court Monitoring Evaluation and Education Project/  
Mothers Against Drunk Driving Nebraska**

**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 NOHS. This project will implement a court monitoring project to educate and train local volunteers to collect data, provide written documentation, and observe courtroom activity in identified priority counties. MADD will observe court and collect data from additional counties to ascertain whether or not consistent sentencing is utilized across the state. Information gathered through the court-monitoring program will be used to advocate for change and raise public awareness about impaired driving issues and cost to communities. This project will also advocate for appropriate improvement to community stakeholders (prosecutor, county commissioners, city council members, and community coalitions) law enforcement agencies, and state probation. MADD will work to increase public knowledge through community education and outreach.

**Budget: \$157,345.00 Section 402**

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**Project Grant Number:** 402-17-25  
**Project Grant Title:** Traffic Training/NOHS

**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.

**Budget:** \$35,000.00 Section 402

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**Project Grant Number:** 402-17-39  
**Project Grant Title:** Prosecutorial Response to DUI Crimes/  
Nebraska Department of Justice, Nebraska Attorney General's Office

**Description:**

Continue to staff a statewide "Traffic Safety Resource Prosecutor" position to aid local prosecution and law enforcement personnel in improving their effectiveness and efficiency in the handling of traffic-related offense cases and subsequent related prosecution. This position will continue to provide critical support and training to local prosecutors, judges, and law enforcement officials. The cases handled and training presented will be traffic-related with special emphasis on 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.

**Budget:** \$124,000.00 Section 402

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**Project Grant Number:** 402-17-40  
**Project Grant Title:** Project Night Life Expansion/  
Omaha Police Department

**Description:**

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

**Budget:** \$139,240.00 Section 402

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**Project Grant Number:** 402-17-41  
**Project Grant Title:** Judicial/Prosecution Training/NOHS

**Description:**

This project provides funding using the mini-grant agreement process for judicial and prosecution training opportunities. An initial grant will be awarded to the Nebraska Supreme Court’s Judicial Branch Education Division to bring faculty from the National Judicial College (NJC) to Nebraska to provide a “Handling Impaired Driving Cases” course that will be made available to all of Nebraska’s County and District Judges. Expenditures will include fees to the NJC and expenses related to the individual judges attending the training. Additional awards for other judicial and prosecution training will be encouraged and are expected to be considered during the FY2017 grant year.

**Budget:** \$50,000.00 Section 402

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### Section 405d - Impaired Driving Countermeasures

This funding will assist in reducing impaired driving crashes involving alcohol and other drugs. Funding aids in providing equipment and training that will enhance impaired driving arrests; improve the quality and efficiency of the prosecution and adjudication of offenders; and increases the public perception that impaired driving offenders will be apprehended, arrested and convicted. Funding will also be utilized to assist with the purchase of in-car camera systems and preliminary breath testing units for Nebraska law enforcement agencies, and to train Drug Recognition Experts. Funds are provided to community-based programs that impact impaired driving. While there are 10 program tasks, an expected total of more than 150 individual projects will result from the mini-grant contract awards.

**Targets:**

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- To limit increasing alcohol-impaired driving fatalities by 10.3 percent from 58 (2010-2014 moving average) to 64 by December 31, 2017.
- Reduce alcohol-impaired fatal, A and B crashes by 8.6 percent from 594 (2010-2014 moving average) to 543 by December 31, 2017.

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**Project Grant Number:** 405d-17-02  
**Project Grant Title:** In Car Cameras/NOHS

**Description:**

The grant uses the mini-grant agreement process for state and local law enforcement agencies to assist in obtaining in-car camera systems. The in-car camera system is a simple means of collecting additional evidence and should result in fewer court appearances for law enforcement and increase conviction rates for impaired driving. The anticipated cost and benefits with the in-car camera systems include increased conviction rates, reduction of the officer’s time spent in court providing testimony, time spent on adjudication, decreasing the burden on the court system and increase safety for law enforcement officers.

**Budget:** 150,000.00 Section 405d-17

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**Project Grant Number: 405d-17-03**

**Project Grant Title: Breath Testing Equipment/NOHS**

**Description:**

This grant allows the NOHS to use the mini-grant agreement process to state and local law enforcement agencies to be able to obtain alcohol preliminary and evidentiary breath testing instruments to apprehend impaired drivers. Participating agencies will receive preliminary breath testing instruments funded 100% by the NOHS.

**Budget:** \$100,000.00 Section 405d-17

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**Project Grant Number: 405d-17-04**

**Project Grant Title: Drug Recognition Expert/ARIDE Training & Recertification/NOHS**

**Description:**

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

**Budget:** \$65,000.00 Section 405d-17

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**Project Grant Number: 405d-17-05**

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

**Description:**

This grant provides funding to the NOHS to be able to use the mini-grant agreement process for daytime and nighttime selective overtime alcohol enforcement to state and local law enforcement agencies which may include the state and national impaired driving crackdowns. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to alcohol fatal, A and B injury crashes.

**Budget:** \$200,000.00 Section 405d-17

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**Project Grant Number: 405d-17-06**

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

**Description:**

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

**Budget:** \$561,660.00 Section 405d-17

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**Project Grant Number: 405d-17-07**

**Project Grant Title: Special Enforcement Mini-Grants/NOHS**

**Description:**

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

**Budget: \$10,000.00 Section 405d-17**

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**Project Grant Number: 405d-17-08**

**Project Grant Title: Felony Motor Vehicle Prosecution Unit/  
Douglas County Attorney's Office**

**Description:**

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

**Budget: \$185,000.00 Section 405d-17**

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**Project Grant Number: 405d-17-09**

**Project Grant Title: Support of Evidence-Based Environmental Strategies/NOHS**

**Description:**

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

**Budget: \$350,000.00 Section 405d-17**

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**Project Grant Number: 405d-17-10**

**Project Grant Title: 24/7 Sobriety Program/  
Douglas County Department of Corrections**

**Description:**

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

**Budget: \$192,500.00 Section 405d-17**

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**Project Grant Number:** 405d-17-11

**Project Grant Title:** Nebraska State Patrol Toxicology/  
Nebraska State Patrol

**Description:**

Funding for improving State toxicology services by adding another Class D permitted toxicologist. This will enhance more timely toxicology results for prosecution of driving under the influence of drug cases in Nebraska. The strategy is to employ one full-time forensic scientist who will be assigned to the Toxicology Section of the Nebraska State Patrol Crime Laboratory. During the project period, the focus will be on completion of training, obtaining licensure, and beginning casework analysis.

**Budget:** \$66,800.00 Section 405d-17

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

<b>Project Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-17-06	Nebraska Collegiate Consortium To Reduce High-Risk Drinking	\$230,820.00	402
402-17-09	Alcohol Program Coordination	\$95,000.00	402
402-17-10	Alcohol Public Information and Education	\$213,334.00	402
402-17-11	Alcohol Equipment Support	\$40,000.00	402
402-17-12	Alcohol Selective Overtime Enforcement	\$200,000.00	402
402-17-17	MADD Court Monitoring Program Evaluation and Education Project	\$157,345.00	402
402-17-25	Traffic Training	\$35,000.00	402
402-17-39	Prosecutorial Response to DUI Crimes	\$124,000.00	402
402-17-40	Project Night Life Expansion	\$139,240.00	402
402-17-41	Judicial Prosecution Training	\$50,000.00	402
<b>Total 402 Funds</b>		<b>\$1,284,739.00</b>	
405d-17-02	In-Car Cameras	\$150,000.00	405d-17
405d-17-03	Breath Testing Equipment	\$100,000.00	405d-17
405d-17-04	Drug Recognition Expert/ARIDE Training & Recertification	\$65,000.00	405d-17
405d-17-05	Alcohol Selective Overtime	\$200,000.00	405d-17
405d-17-06	Alcohol Public Information and Education	\$561,660.00	405d-17
405d-17-07	Special Enforcement Mini-Grants	\$10,000.00	405d-17
405d-17-08	Felony Motor Vehicle Prosecution Unit	\$185,000.00	405d-17
405d-17-09	Support of Evidence Based Environmental Strategies	\$350,000.00	405d-17
405d-17-10	24/7 Sobriety Program	\$192,500.00	405d-17
405d-17-11	Nebraska State Patrol Toxicology Services	\$66,800.00	405d-17
<b>Total 405d Funds</b>		<b>\$1,880,960.00</b>	
<b>Total 402 Funds</b>		<b>\$1,284,739.00</b>	<b>402</b>
<b>Total 405d-17</b>		<b>\$1,880,960.00</b>	<b>405d-17</b>
<b>Total All Funds</b>		<b>\$3,165,699.00</b>	

## Section 402 - Occupant Protection Program Area

The targets of the 402 Occupant Protection Program Area funding is to increase statewide safety belt and child restraint usage. This will provide funding for coordination, public information and education used to educate and motivate the “at risk” populations, including teen drivers, rural and urban pickup drivers, Hispanic population, and children.

### Targets:

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year average usage rate of 79.6 percent to 81.1 percent by December 31, 2017.
- To increase the observed child restraint usage from the 2015 observed rate of 96.9 to 98% by December 31, 2017.

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**Project Grant Number:** 402-17-03

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

### Description:

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

**Budget:** \$80,000.00 Section 402

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**Project Grant Number:** 402-17-04

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

### Description:

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

**Budget:** \$350,000.00 Section 402

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**Project Grant Number:** 402-17-14  
**Project Grant Title:** Roads Safety/Nebraska Safety Council

**Description:**

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

**Budget:** \$73,400.00 Section 402

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**Project Grant Number:** 402-17-20  
**Project Grant Title:** Buckle Up Custer County/Central NE Community Action

**Description:**

Buckle-Up Custer County project will focus on increased education and awareness addressing occupant restraint use, child passenger safety seat installation and safe driving practice on the rural roads for all community members. Buckle-Up Custer County project will partner with local law enforcement, Loup Basin Public Health Department, UNL Extension, public schools, head start programs, health care providers and the Custer County Health Coalition.

**Budget:** \$26,400.00 Section 402

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**Project Grant Number:** 402-17-28  
**Project Grant Title:** Rural Road Safety/Fillmore County Foundation

**Description:**

The Fillmore County Coalition (FCC) Rural Road Safety campaign will provide education and awareness that will generate positive behaviors when driving rural roads in the targeted area (five counties). With special attention to increased occupant restraint use and community support for high visibility enforcement efforts during peak enforcement periods. FCC Rural Road Safety will work cooperatively with other county prevention coalitions, local law enforcement, civic groups, public schools, county commissioners, highway safety advocates and local community members to support increased education and awareness.

**Budget:** \$44,800.00 Section 402

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**Project Grant Number:** 402-17-38  
**Project Grant Title:** Click It Don’t Risk It Coalition/NOHS

**Description:**

Provide funding for the NOHS through the Mini-Grant Contract Application and Award process to state and community coalition organizations that identify and utilize strategies to increase occupant restraint use. The funding will be used to educate and motivate the “at risk” populations, including teen drivers, rural and urban pickup drivers, Hispanic population, and children.

**Budget:** \$80,000.00 Section 402

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## Section 405b - Occupant Protection Funding

The target of the 405b Occupant Protection grant is to increase statewide safety belt and child restraint usage. This will provide funding for law enforcement overtime and media campaigns for “Click It or Ticket”, child passenger safety seats, and observations surveys. While there are 5 program tasks, an expected total of more than 85 individual projects will result from the mini-grant contract awards.

### Targets:

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- To reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2015 calendar base year average usage rate of 79.6 percent to 81.1 percent by December 31, 2017.
- To increase the observed child restraint usage from the 2015 observed rate of 96.9 to 98% by December 31, 2017.

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**Project Grant Number:** 405b-17-09

**Project Grant Title:** Child Passenger Safety/Training/NOHS

### Description:

Grant funding provided to the NOHS will provide training, along with resources, 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). 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 Contract Application and Award process to increase inspection stations and ensure there is access to child safety seats for rural and low income parents/caregivers.

**Budget:** \$60,000.00 Section 405b-17

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**Project Grant Number:** 405b-17-10

**Project Grant Title:** Occupant Protection/Public Education/NOHS

### Description:

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

**Budget:** \$150,000.00 Section 405b-17

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**Project Grant Number: 405b-17-12**

**Project Grant Title: Child Passenger Safety/Child Safety Seat Purchase/Distribution/NOHS**

**Description:**

Funding is provided through mini-grants application 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.

**Budget: \$28,700.00 Section 405b-17**

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**Project Grant Number: 405b-17-13**

**Project Grant Title: Occupant Protection/Information System/NOHS**

**Description:**

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

**Budget: \$134,000.00 Section 405b-17**

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**Project Grant Number: 405b-17-14**

**Project Grant Title: Occupant Protection High Visibility Enforcement/NOHS**

**Description:**

NOHS funding to award mini-grants requiring daytime (50%) and nighttime (50%) selective overtime enforcement to state and local law enforcement agencies to participate in Click It or Ticket Mobilizations. Participating agencies will be provided funding assistance for the overtime salaries and mileage.

**Budget: \$200,000.00 Section 405b-17**

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-17-03	Occupant Protection Program Coordination	\$80,000.00	402
402-17-04	Occupant Protection Public Information and Education	\$350,000.00	402
402-17-14	Road Safety Campaign	\$73,400.00	402
402-17-20	Buckle Up Custer County	\$26,400.00	402
402-17-28	Rural Road Safety Campaign	\$44,800.00	402
402-17-38	Click It Don't Risk It Coalition	\$80,000.00	402
<b>Total 402 Funds</b>		<b>\$654,600.00</b>	
405b-17-09	Child Passenger Safety/Training	\$60,000.00	405b-17
405b-17-10	Occupant Protection/Public Education	\$150,000.00	405b-17
405b-17-12	Child Passenger Safety/Child Safety Seat Purchase/Distribution	\$28,700.00	405b-17
405b-17-13	Occupant Protection/Information System	\$134,000.00	405b-17
405b-17-14	Occupant Protection High Visibility Enforcement	\$200,000.00	405b-17
<b>Total 405/405b Total</b>		<b>\$572,700.00</b>	
<b>Total 402 Funds</b>		<b>\$654,600.00</b>	402
<b>Total 405b-17 Funds</b>		<b>\$572,700.00</b>	405b-17
<b>Total All Funds</b>		<b>\$1,227,300.00</b>	

## Section 402 - Police Traffic Services Program Area

**Targets:**

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- Reduce fatal, A and B crashes by 10.1 percent from 4,860 (2010-2014 moving average) to 4,371 by December 31, 2017.
- Reduce all other factors fatal, A and B crashes by 9.5 percent from 3,867 (2010-2014 moving average) to 3,499 by December 31, 2017.

**Project Grant Number:**               **402-17-27**

**Project Grant Title:**               **Traffic Selective Overtime Enforcement/NOHS**

**Description:**

NOHS funding to award mini-grants requiring daytime and nighttime selective overtime traffic enforcement to state and local law enforcement agencies which may include Click It or Ticket mobilization. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to fatal, A and B injury crashes.

**Budget:**                                       \$150,000.00                       Section 402

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-17-27	Traffic Selective Overtime Enforcement	\$150,000.00	402
<b>Total 402 Funds</b>		<b>\$150,000.00</b>	

## Section 402 - Traffic Records Program Area

**Target:**

- Reduce all other factors fatal, A and B crashes by 9.5 percent from 3,867 (2010-2014 moving average) to 3,499 by December 31, 2017.

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**Project Grant Number:** 402-17-30

**Project Grant Title:** Traffic Records/NOHS

**Description:**

This NOHS internal support grant project will assist the NOHS 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 NOHS with the mini-grant agreement process to be able to assist local agencies in upgrading and improving their traffic records' capabilities.

**Budget:** \$10,000.00 Section 402

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**Project Grant Number:** 402-17-31

**Project Grant Title:** Computer System/NOHS

**Description:**

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

**Budget:** \$5,000.00 Section 402

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

Federal 405c funds are used to adopt and implement an effective highway safety data and traffic records program. The Traffic Safety Information System (TSIS) encompasses the hardware, software, personnel and procedures that capture's, store, transmit, analyze and interpret highway safety data. Funding eligibility requests that a state must have an established Traffic Records Coordinating Committee (TRCC). A traffic records assessment was completed in January 2016. The assessment is used as a guide for 405c project priorities both short and long term.

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**Project Grant Number:** 405c-17-01

**Project Grant Title:** E-Citations Automation/  
Nebraska Crime Commission

**Description:**

Grant funding to the Nebraska Crime Commission to work with other state agencies (i.e. NDOR and DMV)) that deal directly with traffic records. This project is to design an efficient collection and transmission of traffic record data. The goal is to improve the collection, access and to integrate data (Administrative License Revocation forms, crash report data, citations. etc.) electronically throughout

the criminal justice system to law enforcement agencies, other users and consumers who use the data. Data system improvements planned by the Crime Commission are to expand the use of the e-Citations to other new law enforcement agencies, to implement changes in the Prosecutor Case management System, and for County Attorneys to download and print citation images from NCJIS which will eliminate the need for law enforcement to manually deliver the citations.

**Budget:** \$100,000.00 Section 405c-17

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**Project Grant Number:** 405c-17-06

**Project Grant Title:** Highway Safety Information System Database Rewrite/  
Nebraska Department of Roads

**Description:**

Grant funding for the Nebraska Department of Roads to upgrade the Highway Safety Information System (HSI) to a modernized database system that will allow for the integration of the current and future business rules, while also allowing for the collection of the complete MMUCC version 4 data set. These changes will provide a richer data set for researchers while also insuring that complete and accurate data is entered into the new HSI system during the electronic / manual data entry process. Nebraska has committed to becoming 100% MMUCC version 4 complaint by January 1, 2018. A large amount of resources are currently being utilized to upgrade our Investigator crash forms and electronic transmittal process, but the HSI database, the database that allows for the storage and retrieval of the incoming crash data, has not been updated to capture the additional MMUCC elements.

**Budget:** \$100,000.00 Section 405c-17

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**Project Grant Number:** 405c-17-11

**Project Grant Title:** EMS (Emergency Medical Services) Data Quality Assessment/  
Nebraska Department of Health and Human Services

**Description:**

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

**Budget:** \$37,954.00 Section 405c-17

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**Project Grant Number:** 405c-17-14

**Project Grant Title:** Crash Outcome Data Evaluation System (CODES)/  
Nebraska Department of Health and Human Services

**Description:**

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

**Budget:** \$173,003.00 Section 405c-17

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**Project Grant Number:** 405c-17-15  
**Project Grant Title:** E-CODE Data Quality Assessment and Improvement/  
 Nebraska Department of Health and Human Services

**Description:**

Grant funding to the Nebraska Department of Health and Human Services (DHHS) to provide reliable injury related hospital discharge (E-CODE) data to link into the Nebraska Crash Outcome Data Evaluation System (CODES) database. The DHHS works with the Nebraska Hospital Association (NHA) in assessing data quality and the level of hospital compliance with the Nebraska E-code law; monitoring progress in E-code compliance; providing feedback to reporting hospitals; and making recommendations for improvement.

**Budget:** \$46,356.00 Section 405c-17

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**Project Grant Number:** 405c-17-16  
**Project Grant Title:** Traffic Records Program Coordination/NOHS

**Description:**

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

**Budget:** \$25,000.00 Section 405c-17

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-17-30	Traffic Records	\$10,000.00	402
402-17-31	Computer Systems	\$5,000.00	402
<b>Total 402 Funds</b>		<b>\$15,000.00</b>	
405c-17-01	E-Citation Automation	\$100,000.00	405c-17
405c-17-06	Highway Safety Information System Database Rewrite	\$100,000.00	405c-17
405c-17-11	EMS Data Quality Assessment & Improvement	\$37,954.00	405c-17
405c-17-14	Crash Outcome Data Evaluation System (CODES)	\$173,003.00	405c-17
405c-17-15	E-CODE Data Quality Assessment and Improvement	\$46,356.00	405c-17
405c-17-16	Traffic Records Program Coordination	\$25,000.00	405c-17
<b>Total 405c Funds</b>		<b>\$482,313.00</b>	
<b>Total 402 Funds</b>		<b>\$15,000.00</b>	402
<b>Total 405c-17 Funds</b>		<b>\$482,313.00</b>	405c-17
<b>Total All Funds</b>		<b>\$497,313.00</b>	

## Section 402 - Distracted Driving Program Area

### Targets:

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.
- To reduce serious traffic injuries by 6.7 percent from 1,667 (2010-2014 moving average) to 1,555 by December 31, 2017.
- To reduce drivers age 20 and younger involved in fatal crashes by 45.7 percent from 35 (2010-2014 moving average) to 19 by December 31, 2017.
- Reduce distracted driver fatal, A and B crashes by 1.7 percent from 753 (2010-2014 moving average) to 740 by December 31, 2017.

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**Project Grant Number:** 402-17-13

**Project Grant Title:** Distracted Driving Public Information and Education/NOHS

### Description:

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

**Budget:** \$94,000.00 Section 402

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## Section 405e – Special Distracted Driving Grant

**Project Grant Number:** 405e-17-01

**Project Grant Title:** Distracted Driving Public Information and Education/NOHS

### Description:

This project provides funds to NOHS 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-grants to increase general public awareness regarding the issues of distracted driving.

**Budget:** \$50,000.00 Section 405e-17

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**Project Grant Number:** 405e-17-02

**Project Grant Title:** Distracted Driving Selective Overtime Enforcement

### Description:

Provide mini-grant funding to local law enforcement and the Nebraska State Patrol 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.

**Budget:** \$50,000.00 Section 405e-17

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-17-13	Distracted Driving Public Information and Education	\$94,000.00	402
<b>Total 402 Funds</b>		<b>\$94,000.00</b>	
405e-17-01	Distracted Driving Public Information and Education	\$50,000.00	405e
405e-17-02	Selective Overtime Distracted Driving Enforcement	\$50,000.00	
<b>Total 405e-17 Funds</b>		<b>\$100,000.00</b>	405e
<b>Total 402-17 Funds</b>		<b>\$94,000.00</b>	402
<b>Total 405e-17 Funds</b>		<b>\$100,000.00</b>	405e
<b>Total All Funds</b>		<b>\$194,000.00</b>	

## Section 402 - Identification and Surveillance Program Area

### Targets:

- To reduce drivers age 20 and younger involved in fatal crashes by 45.7 percent from 35 (2010-2014 moving average) to 19 by December 31, 2017.
- Reduce distracted driver fatal, A and B crashes by 1.7 percent from 753 (2010-2014 moving average) to 740 by December 31, 2017.
- To limit increasing pedestrian fatalities to 44 percent from 10 (2010-2014 moving average) to 14 by December 31, 2017.
- To reduce bicyclist fatalities by 10 percent from 1 (2010-2014 moving average) to 1 by December 31, 2017.

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**Project Grant Number:** 402-17-19

**Project Grant Title:** Youth Public Information and Education/NOHS

### Description:

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

**Budget:** \$68,000.00 Section 402

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**Project Grant Number:** 402-17-21

**Project Grant Title:** Youth Program Coordination/NOHS

### Description:

Grant funding for the NOHS for basic staffing costs, including personal services, travel and office expenses to coordinate, monitor, and audit youth program area grants and activities. Coordination and technical assistance of teen/youth activities and projects to help with public information and education activities, supporting national campaigns, and providing support for youth activities.

**Budget:** \$25,000.00 Section 402

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**Project Grant Number:** 402-17-23

**Project Grant Title:** Traffic Safety Program Coordination/NOHS

### Description:

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

**Budget:** \$142,000.00 Section 402

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**Project Grant Number: 402-17-24**

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

**Description:**

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

**Budget:** \$58,000.00 Section 402

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-17-19	Youth Public Information and Education	\$68,000.00	402
402-17-21	Youth Program Coordination	\$25,000.00	402
402-17-23	Traffic Safety Program Coordination	\$142,000.00	402
402-17-24	Traffic Safety Public Information and Education	\$58,000.00	402
<b>Total 402 Funds</b>		<b>\$293,000.00</b>	

## Section 402 - Speed Control Program Area

**Targets:**

- To reduce speeding-related fatalities by 7.5 percent from 40 (2010-2014 moving average) to 37 by December 31, 2017.
- Reduce speed-related fatal, A and B crashes by 21.5 percent from 358 (2010-2014 moving average) to 281 by December 31, 2017.

**Project Grant Number:**               **402-17-32**

**Project Grant Title:**               **Speed Program Coordination/NOHS**

**Description:**

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

**Budget:**                               \$10,000.00                       Section 402

**Project Grant Number:**               **402-17-35**

**Project Grant Title:**               **Speed Public Information and Education/NOHS**

**Description:**

Grant funding for the NOHS 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.

**Budget:**                               \$25,000.00                       Section 402

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

Project Grant Number	Project Grant Title	Budget	Budget Source
402-17-32	Speed Program Coordination	\$10,000.00	402
402-17-35	Speed Public Information and Education	\$25,000.00	402
<b>Total 402 Funds</b>		<b>\$35,000.00</b>	

## Section 402 - Speed Enforcement Program Area

### Targets:

- To reduce speeding-related fatalities by 7.5 percent from 40 (2010-2014 moving average) to 37 by December 31, 2017.
- Reduce speed-related fatal, A and B crashes by 21.5 percent from 358 (2010-2014 moving average) to 281 by December 31, 2017.

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**Project Grant Number:** 402-17-26

**Project Grant Title:** Traffic Law Enforcement/  
Nebraska Crime Commission

### Description:

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

**Budget:** \$101,486.00 Section 402

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**Project Grant Number:** 402-17-33

**Project Grant Title:** Speed Selective Overtime Enforcement/NOHS

### Description:

Grant funding for the NOHS to utilize the mini-grant agreement process for daytime and nighttime selective overtime speed enforcement to state and local law enforcement agencies with preference given to the priority counties. Participating agencies will be provided funding assistance for the overtime salaries and mileage. Law enforcement agencies must identify specific locations, time of day, day of week, etc. relating to speed-related fatal, A and B injury crashes.

**Budget:** \$100,000.00 Section 402

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**Project Grant Number:** 402-17-34

**Project Grant Title:** Speed Equipment/NOHS

### Description:

Funding for the NOHS to utilize the mini-grant agreement process for state and local law enforcement agencies with preference given to the priority counties to assist with the purchase of new speed detection equipment to enforce Nebraska speed limits. Additional consideration is given to those agencies in the "speed emphasis" counties to impact attitudes and driving behavior.

**Budget:** \$60,000.00 Section 402

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

<b>Project Grant Number</b>	<b>Project Grant Title</b>	<b>Budget</b>	<b>Budget Source</b>
402-17-26	Traffic Law Enforcement	\$101,486.00	402
402-17-33	Speed Selective Overtime Enforcement	\$100,000.00	402
402-17-34	Speed Equipment	\$60,000.00	402
<b>Total 402 Funds</b>		<b>\$261,486.00</b>	

## Section 405f - Motorcyclist Safety

Section 405f provides funds to aid in reducing the number of single and multi-vehicle crashes involving motorcycles. Funding may be used to enhance motorist and motorcyclist awareness programs with specific countermeasures aimed at both motorcycle operators and other drivers. Motorcycle rider training activities will also be supported.

**Targets:**

- To limit increasing motorcyclist fatalities to 15.8 percent from 19 (2010-2014 moving average) to 22 by December 31, 2017.
- To reduce unhelmeted motorcyclist fatalities by 100.0 percent from 1 (2010-2014 moving average) to 0 by December 31, 2017.

**Project Grant Number:**               **405f-17-01**

**Project Grant Title:**               **Motorcycle Public Information and Education/NOHS**

**Description:**

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

**Budget:**                               \$45,000.00                       Section 405f-17

**Project Grant Number:**               **405f-17-02**

**Project Grant Title:**               **Motorcycle Training Assistance/NOHS**

**Description:**

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

**Budget:**                               \$30,000.00                       Section 405f-17

### Section 405f- Motorcyclist Safety Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
405f-17-01	Motorcycle Public Information and Education	\$45,000.00	405f-17
405f-17-02	Motorcycle Training Assistance	\$30,000.00	405f-17
<b>Total 405f Funds</b>		<b>\$75,000.00</b>	

## Section 1906 – Racial Profiling Data Collection

**Target:**

- To limit increasing traffic fatalities to 2.9 percent from 204 (2010-2014 moving average) to 210 by December 31, 2017.

**Project Grant Number:** 1906-17-01

**Project Grant Title:** Improving Data Collection Methods and Reporting

**Description:**

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

**Budget:** \$260,000.00 Section 1906

**Project Grant Number:** 1906-17-02

**Project Grant Title:** Review and Analysis of Collected Data

**Description:**

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

**Budget:** \$36,000.00 Section 1906

### Section 1906 – Racial Profiling Data Collection Budget Summary

Project Grant Number	Project Grant Title	Budget	Budget Source
1906-17-01	Improving Data Collection Methods and Reporting	\$260,000.00	1906
1906-17-02	Review and Analysis of Collected Data	\$36,000.00	1906
<b>Total 1906 Funds</b>		<b>\$296,000.00</b>	

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

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

State: Nebraska

Fiscal Year: 2017

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

**GENERAL REQUIREMENTS**

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

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

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

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

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

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

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

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

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

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

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

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

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

**(applies to subrecipients as well as States)**

#### Instructions for Primary Certification (States)

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

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

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

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

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

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

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

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

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

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

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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

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

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

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

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

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

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

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

**BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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

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

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

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

**POLICY ON SEAT BELT USE**

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

**POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

**SECTION 402 REQUIREMENTS**

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

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

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

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

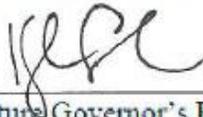
The State: [**CHECK ONLY ONE**]

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

OR

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

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



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

6/23/16

\_\_\_\_\_  
Date

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

Printed name of Governor's Representative for Highway Safety

**APPENDIX B TO PART 1300 –  
APPLICATION REQUIREMENTS  
FOR SECTION 405 AND SECTION 1906 GRANTS**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

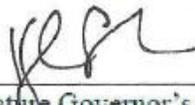
State: **Nebraska**

Fiscal Year: **2017**

**In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –**

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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

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

**6/29/16**  
\_\_\_\_\_  
Date

**Kyle Schneweis, P.E., Director**  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

**PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)**

*[Check the box above only if applying for this grant.]*

All States: *[Fill in all blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 74.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 71 to 76.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 78 to 80.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 81 to 89.

Lower Seat belt Use States:

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant. Legal citation(s): \_\_\_\_\_.
- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: \_\_\_\_\_;
- Coverage of all passenger motor vehicles: \_\_\_\_\_;
- Minimum fine of at least \$25: \_\_\_\_\_;

- Exemptions from restraint requirements: [REDACTED].
- ✓ The State's **seat belt enforcement plan** is provided as HSP attachment or page # [REDACTED] 90.
- ✓ The State's **high risk population countermeasure program** is provided as HSP page or attachment # 91.
- ✓ The State's **comprehensive occupant protection program** is provided as HSP attachment # 91 - 94.
- ✓ The State's **NHTSA-facilitated occupant protection program assessment** was conducted on 06/20/2014.

## HSP Attachment # Part 1.1 Occupant Protection Grant (23 CFR §1200.21)

### 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 (FY2015) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as was the requirement at the time of submission under MAP 21. On March 14, 2016, NOHS submitted the State’s FY2015 MOE, as required, to NHTSA. On April 5, 2016, the Nebraska FY2015 MOE Summary Calculations were accepted by NHTSA.

### Nebraska Occupant Protection Plan

#### How Significant is the Problem?

On Nebraska roadways, there were 611 unbelted vehicle occupant fatalities during 2010-2014, which is an average of 122.2 fatalities per year. This accounts for 60.0% of all traffic fatalities during the five-year period and approximately 63.7% of total vehicle occupant fatalities (959) during the study period.

During 2010-2014, reported safety belt usage in Nebraska had a range of 84.1% in 2010, 84.2% in 2011, 78.6% in 2012, 79.1% in 2013, and 79.0% in 2014.

#### What is the Nebraska Goal?

Nebraska goal show a reduction in unrestrained passenger vehicle occupant fatalities, all seat positions by 13.0 percent from 92 (2010-2014 moving average) to 80 by December 31, 2017.

#### What are the Contributing Factors?

##### Road and Area Type

- Unbelted vehicle occupant fatalities were more likely to occur in rural areas (494 of 611, 80.9%).
- Local roads accounted for the greatest number of unbelted fatalities (298 of 611, 48.8%). U.S. highways and state-numbered highways each had 17% of unbelted fatalities. Only 10.0% (62 of 611) of unbelted fatalities were on Interstate routes.

Jurisdiction Classification	Rural	Urban
Interstates	9%	1%
U.S. Highways	17%	5%
State Highways	17%	2%
Local Roads	37%	12%
Total by Area Type	80%	20%
Total	100%	

### Location

- 28.6% (175 of 611) of unbelted vehicle occupant fatalities occurred at an intersection.
- The top 5 counties represent only 27.2% (166 of 611) of unbelted vehicle occupant fatalities in Nebraska.

Top 6 Counties	Fatal Crashes	Fatalities
Douglas	56	59 (10%)
Lancaster	40	43 (7%)
Sarpy	22	22 (4%)
Lincoln	17	21 (3%)
Scotts Bluff	20	21 (3%)

### Crash Type

- 69.7% (426 of 611) of unbelted fatalities occurred during a single vehicle run-off-the-road crash. Overall, single vehicle crashes accounted for 84.0% (330 of 393) and roadway departure crashes (i.e., ROR plus head-on) were 16.0% (63 of 393). Angle crashes were the second most frequent crash type and accounted for 18.0% (110 of 611) of fatalities.

Crash Type	Unbelted Veh. Occ. Fatalities	Total Fatalities
Single Vehicle: Run-off-the Road	376 (61.5%)	490 (51.1%)
Single Vehicle: Other	0 (0.0%)	0 (0.0%)
Rear End and Sideswipe (Same)	38 (6.2%)	84 (8.8%)
Head-On and Sideswipe (Opposite)	62 (10.1%)	159 (15.6%)
Angle	110 (18.0%)	189 (19.7%)
Left Turn (Leaving)	15 (2.5%)	37 (3.9%)
Other	0 (0.0%)	0 (0.0%)

- Of the single vehicle run-off-the-road fatalities: 61.3% were overturn, 9.6% were a collision with a ditch or embankment, 11.3% were a collision with a tree, utility pole, or sign support.

### The Passenger

- Males were 69.2% (423 of 611) of unbelted fatalities.
- The young driver age range (25-34) had the most unbelted fatalities (81 of 611, 13.3%). Young adults (ages 21-24) followed closely behind, making up 10.3% of unbelted fatalities.
- Alcohol was listed as a contributing factor in 40.1% (245 of 611) of unbelted fatalities.
- 112 (18.3%) of the unbelted fatalities were not ejected, 44 (7.2%) were partially ejected from their vehicle, and 268 (43.9%) were reported as being totally ejected.

Age Group	Male	Female
≤ 15	17 (2.8%)	11 (1.8%)
16-20	49 (8.0%)	37 (6.1%)
21-24	63 (10.3%)	19 (3.1%)
25-34	81 (13.3%)	37 (6.1%)
35-44	47 (7.7%)	20 (3.3%)
45-54	60 (9.8%)	12 (3%)
55-64	46 (7.5%)	15 (2.5%)
65-74	30 (4.9%)	16 (2.6%)
75+	30 (4.9%)	12 (2.0%)
Totals by Gender	423 (69.2%)	188 (30.8%)
Population Total	611 (100%)	

### Role of Safety Belt in Injury Severity

In the fatal crashes that occurred between 2010 and 2014, unbelted vehicle occupants were found to account for 63.7% of all vehicle occupant fatalities.

### Time-of-Day & Day of Week

- The highest 3-hour period for unbelted vehicle occupant fatalities was between 3:00 p.m. and 5:59 p.m. (16.2%). The early morning (midnight to 2:59 a.m.) was next, with 14.6% of the fatalities. 43.5% of unbelted fatalities occurred during dark driving conditions.

Time of Day	Fatalities	Percentage
Midnight to 02:59	89	14.6%
3:00 to 05:59	55	9.0%
6:00 to 08:59	49	8.0%
9:00 to 11:59	56	9.2%
12:00 to 14:59	85	13.9%
15:00 to 17:59	99	16.2%
18:00 to 20:59	77	12.6%
21:00 to 23:59	61	10.0%
Unknown	40	6.5%

- 35.0% (214 of 611) of unbelted fatalities occurred on Saturday or Sunday.
- Another 16.9% of the unbelted fatalities were on Friday.

Day of Week	Fatalities	Percentage
Sunday	101	16.5%
Monday	82	13.4%
Tuesday	70	11.5%
Wednesday	83	13.6%
Thursday	59	9.7%
Friday	103	16.9%
Saturday	113	18.5%

### Nebraska Occupant Protection Coordination

The NOHS Administrator serves as the state’s Occupant Protection Coordinator. The NOHS 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 FY2017 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.

## Existing Occupant Protection Activities

- Nebraska Planned Participation in the Click It or Ticket National Mobilization
- Paid Multi-Media Seat Belt Use Campaign
- Sustained Statewide Enforcement Operations (Day and Night)
- Rollover/Seat Belt Demonstration Units
- Child Passenger Safety
- Statewide Coalition Support

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

The State of Nebraska will participate in the Click it or Ticket national mobilization in FY2017. The NOHS generally provides overtime funding assistance to from 55 to 65 local law enforcement agencies (police and sheriffs) and the Nebraska State Patrol which generally results in from 7,500 to 10,000+ hours of occupant restraint targeted enforcement operations during the designated mobilization period. Additionally, up to a dozen or more law enforcement agencies participate in the enforcement effort without funding assistance.

Beginning May 1, 2017, the Nebraska Office of Highway Safety (NOHS) will initiate an additional paid media campaign for *Click It or Ticket* that will support the designated enforcement effort. The paid media may include electronic (radio, TV, theater, and internet), print (newspaper and magazine), and billboard (gas pump and truck side) for a total expenditure of \$150,000. The campaign messaging will continue beyond the enforcement operation until June 30, 2017.

In addition to the nationally designated *Click It or Ticket* enforcement period of May 22 – June 4, 2017, the NOHS annually designates Thanksgiving week as another CIOT mobilization. The FY2017 Thanksgiving campaign will run November 20 – 26, 2017 with overtime funding assistance provided to from 55 to 65 local law enforcement agencies and the Nebraska State Patrol for occupant restraint targeted enforcement operations to enhance the national *Click It or Ticket* enforcement effort for Nebraska.

The total enforcement operation expenditure will be \$240,000 for an additional 10,000+ hours of seat belt enforcement, both day and night, with the bulk of the enforcement occurring during the May 22 – June 4, 2017 designated period. See page 23, Evidence-Based (E-BE) Traffic Safety Enforcement Program.

## Paid Multi-Media Seat Belt Use Campaign

The NOHS uses an extensive combination of electronic, print, and non-traditional methods of both earned and paid media to reach statewide but targeting the high risk group, primarily males ages 18 – 34, with belt messages. With only one large university, we use the University of Nebraska sports marketing as one of the best venues to reach the Nebraska resident audience. In addition, the NOHS utilizes other sports marketing opportunities (baseball, arena football, hockey, auto racing). The NOHS provides grant funding to other partners (safety councils, MADD, community service organizations, public health) to aid in promoting the belt use messaging.

## Sustain Statewide Enforcement Operations (Day & Night)

In addition to the statewide *Click It or Ticket* mobilization (national in May and the state designated one in November). The Nebraska Office of Highway Safety (NOHS) 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 22 counties with the highest fatal and serious injury crashes. The 22 Priority Counties FY2017 provides an additional 4,800+ hours of enforcement with approximately 60 agencies, most from rural areas of the State. See page 23, Evidence-Based (E-BE) Traffic Safety Enforcement Program.

 <b>NEBRASKA PRIORITY COUNTIES FOR FY2017</b> COUNTY CRASH RATE compared to STATE CRASH RATE PER 100 MILLION MILES										
Congressional District	County	2014 FAB Crashes	FAB *Crash Rate	*Alcohol Rate	*Speed Rate	*Youth 16-20 Rate	*All Other Factors Rate	Low Occ/Prot Percentage	2014 Population**	
Three	Adams	53	21.85	3.71	3.30	7.01	14.84	61.0%	31,457	
Three	Buffalo	125	20.97	2.35	0.50	5.37	18.12	73.0%	48,224	
One	Cass	55	13.32	2.91	1.70	2.66	8.72	64.9%	25,524	
Three	Custer	28	16.44	3.52	1.76	2.94	11.16	51.7%	10,728	
Three	Dakota	35	17.82	1.02	1.02	4.58	15.78	65.4%	20,850	
Three	Dawson	55	12.52	2.73	1.59	2.50	8.20	77.9%	24,096	
One	Dodge	96	27.06	3.38	1.97	8.46	21.70	75.7%	36,744	
Two	Douglas	1,276	30.14	3.71	1.04	7.72	25.39	72.4%	543,244	
Three	Gage	48	20.80	3.47	0.87	5.20	16.47	69.5%	21,663	
Three	Hall	141	22.03	2.81	1.25	4.84	17.97	71.6%	61,492	
Three	Hamilton	28	9.35	0.67	2.34	3.01	6.35	56.1%	9,135	
One	Lancaster	1,014	43.00	4.41	1.95	12.43	36.64	86.1%	301,795	
Three	Lincoln	143	23.49	3.61	2.96	5.59	16.92	65.8%	35,815	
One	Madison	100	33.14	3.98	2.65	12.59	26.51	72.7%	35,174	
One	Otoe	30	12.34	2.88	2.06	1.65	7.40	50.0%	15,797	
One	Platte	70	23.02	2.30	2.96	5.59	17.76	69.5%	32,666	
One/Two	Sarpy	289	23.59	2.61	0.98	8.41	20.00	88.4%	172,193	
One	Saunders	46	19.75	2.15	4.29	7.30	13.31	66.0%	20,919	
Three	Scotts Bluff	67	22.31	3.33	1.33	5.66	17.65	67.9%	36,465	
One	Seward	50	13.01	0.52	1.04	3.12	11.45	74.1%	17,150	
One	Washington	46	22.93	3.99	2.49	8.97	16.45	68.5%	20,258	
Three	York	45	12.83	0.29	1.14	3.14	11.40	75.5%	13,917	
<b>22 County Population</b>										1,535,306
<b>Statewide</b>		<b>4,648</b>	<b>23.48</b>	<b>2.91</b>	<b>1.71</b>	<b>6.29</b>	<b>18.84</b>	<b>73.7%</b>	<b>1,882,980</b>	
Blue indicates High Crash Rates for Alcohol, Speed and Youth and Red indicates Low Occupant Protection Usage										
Data taken from 2014 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.										
**U.S. Census Bureau Population Estimate as of July 1, 2015 Revised 6/10/2016										
**Population information is used to document the percentage of state's population represented.										
Nebraska 2014 data is the most current data for the FY2017 Plan Provided by: Nebraska Office of Highway Safety, PO Box 94612, Lincoln NE										

## Rollover/Seat Belt Demonstration Units

The NOHS 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, fairs, and athletic venues to utilize multiple 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.

### **Child Passenger Safety (CPS)**

The Nebraska Office of Highway Safety (NOHS) annually partners with the Nebraska Department of Health and Human Services (DHHS) Division of Public Health and Nebraska Safe Kids in the coordination of the CPS activities involving CPS: instructors; technicians; inspection stations; and seat distribution. The state has successfully maintained a sufficient annual pool of approximately 455 available certified CPS Technicians (46 technicians are special needs certified and 22 technicians are Spanish speaking) from across the state to support the state 24 CPS inspection stations and frequently held checkup events. Administrators of CPS inspection stations, local SAFE KIDS coordinators, and certified CPS instructors are called upon to continually recruit potential new CPS Technician candidates. This process has proven to be effective in finding replacements for those CPS Technicians that discontinue their service or move to another jurisdiction.

The NOHS annually provides grant funding for the needed CPS Technician/Instructor training and update classes. An annual “Safe Ride News” newsletter subscription is provided to the CPS instructors to support their efforts during CPS technician training as individuals seek certification. Additionally, LATCH Manuals are provided to all new class attendees during CPS technician training and the manuals are provide at the annual update to those that do not have a current manual. The annual update is organized so that Technicians and Instructors receive an opportunity, to learn the trends and industry standards, while assuring that all technicians and instructors have access to the necessary CEUs to maintain their certification.

### **Inspection Station and CPS Tech (recruitment/training) Support, Seats for Low Income Populations**

The NOHS provides resources to CPS instructors and technicians that provides enhanced training and updates to assist with parental education (i.e. mailings, brochures, audio/visual, and newsletter subscriptions). The NOHS provides support to statewide fitting stations with funding for obtaining child safety seats for qualifying low income families.

The NOHS is committed to a minimum of four trainings (See Below) in FY2017 to support an additional 100 new CPS technicians from across the state. CPS technician trainings are held across the state to allow for equal access to training and to support the 19 instructors that need to maintain their certification. Additionally, NOHS will support independent CPS classes that might be geared toward a certain population (i.e., nurses at a NICU hospital) but the class still uses the standardized CPS technician training and our state instructors.

Additionally, there is annual one-day training for all CPS technicians held in the spring for all CPS technicians to receive CEU’s, seats checked and hear from outside experts to enhance their professional service across the state.

## **Nebraska Child Passenger Inspection Stations**

A network of inspection stations, established with federal highway safety grant funding, provide education on choosing and properly installing a child safety seat and how to properly secure a child into the right seat from birth through booster.

There are currently 24 inspection stations (Table 1) serving 52 of the 93 counties in Nebraska and reaching 85.9% of the state's population (Table 2). These inspection stations are staffed with at least one nationally certified CPS technician during official hours. There are over 400 available certified Child Passenger Safety technicians that provide services monthly regarding child restraint and occupant protection education.

Grant funding, for eligible low income families/caregivers to utilize child safety restraints, is available to all inspection locations. In addition to these sites, Check-up Events are held in additional Nebraska communities including, underserved areas. Check-Up Events are set up in public areas, such as shopping center parking lots and local car dealerships and they are conducted for a set period of time (usually 3-4 hours).

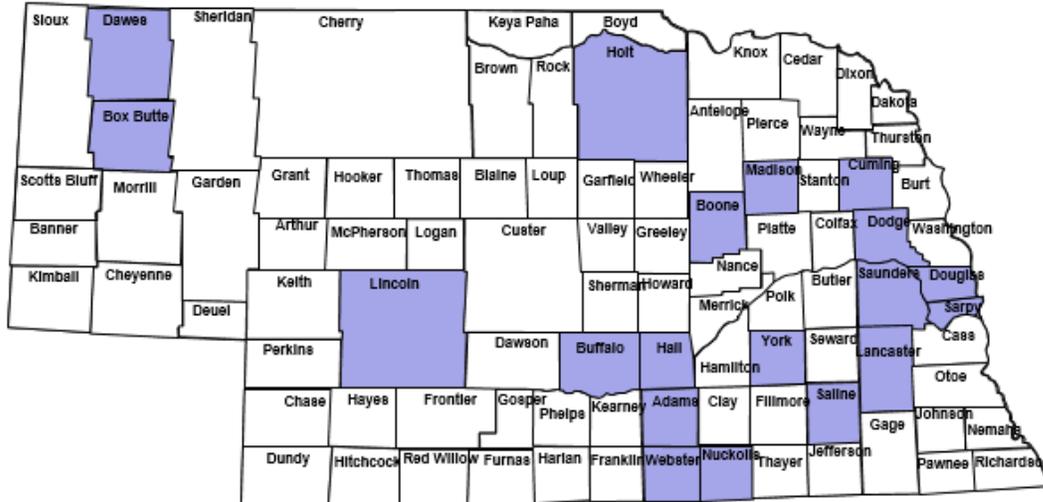
## **Inspection Station Documentation**

NOHS, in FY2017, is looking to add two new inspection stations in Chase County (serving Chase, Dundy and Perkins counties) currently an underserved area in our state and Columbus (serving Platte County) a growing population with the need for Spanish speaking CPS technicians. Currently there are two CPS technicians with the Columbus Community Hospital that have shown an interest in ensuring an inspection station is supported. The third is enhancing service at the inspection station in the Scottsbluff/Gering area (serving Scotts Bluff, Kimball and Banner). This support is made through the Nebraska State Patrol, Troop E Captain and 2 Troopers that are newly certified CPS technicians (one Spanish speaking).

**Table 1: Locations/Contacts/Counties Served – May 2016**

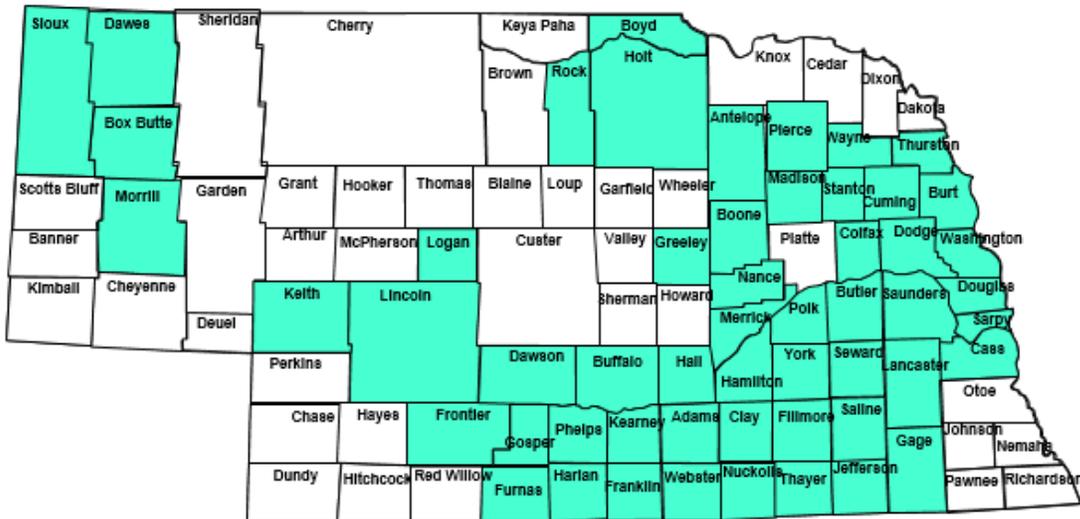
	<b>Locations/Contacts</b>	<b>Counties Served</b>
<b>1</b>	<b>Alliance Fire Department</b> 315 Cheyenne, Alliance, NE 69301	Box Butte, Morrill
<b>2</b>	<b>Avera St. Anthony's Hospital</b> 300 North 2 <sup>nd</sup> , P.O. Box 270, O'Neill, NE 68763	Antelope, Boyd, Holt, Rock
<b>3</b>	<b>Boone County Health Center</b> 723 West Fairview Street, Albion, NE 68620	Antelope, Boone, Greeley, Nance, Madison
<b>4</b>	<b>Brodstone Memorial Hospital / Good Beginnings</b> 520 East 10 <sup>th</sup> Superior, NE 68978	Clay, Nuckolls, Thayer, Webster
<b>5</b>	<b>Children's Hospital &amp; Medical Center</b> 8200 Dodge Street, Omaha, NE 68114	Douglas
<b>6</b>	<b>Faith Regional Health Services, Inc.</b> 2700 West Norfolk Avenue, Norfolk, NE 68701	Madison, Pierce, Stanton, Wayne
<b>7</b>	<b>Four Corners Health Department</b> 2101 N. Lincoln Avenue, York, NE 68467	Butler, Polk, Seward, York
<b>8</b>	<b>Lancaster County Health Department</b> <b>Safe Kids Lincoln – Lancaster County</b> 3140 N Street, Lincoln, NE 68510	Lancaster
<b>9</b>	<b>Lincoln County Kids Safe (LinCKS)</b> Bob Spady GM, 2302 East 4 <sup>th</sup> , North Platte, NE 69101	Dawson, Frontier, Keith, Lincoln, Logan
<b>10</b>	<b>One World Community Health Centers, Inc.</b> 4920 South 30 <sup>th</sup> Street, Suite 103, Omaha, NE 68107	Cass, Douglas, Sarpy
<b>11</b>	<b>Public Health Solutions District Health Dept.</b> 995 E. Hwy 33, Suite 1, Crete, NE 68333	Fillmore, Gage, Jefferson, Saline, Thayer
<b>12</b>	<b>Saint Elizabeth Regional Medical Center</b> 6900 L Street, Lincoln, NE 68510	Lancaster
<b>13</b>	<b>Safe Kids Platte Valley/Good Samaritan Hospital</b> Killion Motors, 715 Central Ave., Kearney, NE 68848	Buffalo, Dawson, Franklin, Furnas, Gosper, Harlan, Kearney, Phelps,
<b>14</b>	<b>Safe Kids South Central</b> Lincoln Fire Park Station, 1145 South Hastings Avenue Hastings, NE 68901	Adams, Clay, Nuckolls, Webster
<b>15</b>	<b>Saint Francis Medical Center</b> 2620 West Faidley, Grand Island, NE 68803	Hall, Hamilton, Merrick, Nance
<b>16</b>	<b>Saint Francis Memorial Hospital Car Seat Program</b> 430 N. Monitor Street, West Point, NE 68038	Burt, Colfax, Cuming, Dodge, Thurston
<b>17</b>	<b>Sarpy/Cass Department of Health &amp; Wellness</b> 701 Olson Drive, Suite 101, Papillion, NE 68046	Cass, Sarpy
<b>18</b>	<b>Three Rivers District Health Department</b> 2400 N Lincoln Avenue, Fremont, NE 68025	Dodge, Saunders, Washington
<b>19</b>	<b>Webster County Community Hospital</b> 6 <sup>th</sup> & Franklin, Red Cloud, NE 68970	Webster
<b>20</b>	<b>Western Community Health Resources</b> 300 Shelton St., Chadron, NE 69337	Dawes, Sheridan, Sioux

## Nebraska CPS Inspection Stations - Locations by County



Provided by: Nebraska Office of Highway Safety  
As of May 2016

## Nebraska CPS Inspections Stations – Counties Served



Provided by: Nebraska Office of Highway Safety  
As of May 2016

**Table 2: Inspection Stations Counties Served – May 2016**

Nebraska Child Passenger Inspection Stations Counties Served by Population Total					
	County	Population		County	Population
1	Adams	31,610	28	Keith	8,130
2	Antelope	6,456	29	Lancaster	297,036
3	Boone	5,388	30	Lincoln	36,051
4	Box Butte	11,305	31	Logan	763
5	Boyd	2,032	32	Madison	35,278
6	Buffalo	47,893	33	Merrick	7,802
7	Burt	6,574	34	Morrill	4,908
8	Butler	8,312	35	Nance	3,623
9	Cass	25,357	36	Nuckolls	4,413
10	Clay	6,392	37	Phelps	9,213
11	Colfax	10,425	38	Pierce	7,150
12	Cuming	8,996	39	Polk	5,275
13	Dawes	9,088	40	Rock	1,411
14	Dawson	24,207	41	Sarpy	169,331
15	Dodge	36,515	42	Saunders	20,929
16	Douglas	537,256	43	Seward	17,089
17	Franklin	3,085	44	Sheridan	5,251
18	Frontier	2,709	45	Sioux	1,313
19	Furnas	4,865	46	Stanton	6,133
20	Gage	21,864	47	Thayer	5,189
21	Gosper	1,972	48	Thurston	6,895
22	Greeley	2,494	49	Washington	20,223
23	Hall	60,720	50	Wayne	9,411
24	Hamilton	9,112	51	Webster	3,688
25	Harlan	3,513	52	York	13,883
26	Holt	10,449		<b>Total</b>	<b>1,605,525</b>
27	Kearney	6,548			
	<b>Total State Population</b>				1,868,516
	<b>Percent of Counties Represented</b>				85.9%

Source: U.S. Census Bureau,  
2013

## Nebraska Plan for Child Passenger Safety (CPS) Technicians - Training and Certification

The NOHS is committed to a minimum of four trainings in FY2017 to support an additional 100 new CPS technicians from across the state. CPS technician trainings are held across the state to allow for equal access to training and to support the 19 instructors that need to maintain their certification. Additionally, NOHS will support independent CPS classes that might be geared toward a certain population (i.e., nurses at a NICU hospital) but the class still uses the standardized CPS technician training and our state instructors. Independent classes could account for an additional 20 trained CPS technicians.

### FY2017 Child Passenger Safety Technician Trainings

Location	County	Number of Students
Omaha	Douglas	25
Lincoln	Lancaster	25
North Platte	Lincoln	25
Hastings/Grand Island	Adams/Hall	25
*Metro Area	To Be Announced	20

\*Independent CPS Technician Training

Additionally, there is an annual one-day training for all CPS technicians held in the spring for all CPS technicians to receive CEU's, seats checked and hear from outside experts to enhance their professional service across the state.

Both NOHS and Department of Health & Human Services (DHHS), actively support events in communities aside from the inspection station and especially during Child Passenger Safety Week in September and Safe Kids Day in April. NOHS works closely with the inspection stations and certified CPS technicians to ensure that there are child safety seats for those families/caregivers that are economically disadvantaged thus ensuring every child is in the right seat. All participants at the events are also given information about the importance of the car safety features and everyone leaves the event buckled up.

## Nebraska Plan for Child Passenger Safety (CPS) Technicians

	<b>First Name</b>	<b>Last Name</b>	<b>City</b>	<b>County</b>	<b>Certification Expiration Date</b>	<b>Status</b>
1	Kristin	Abbink	Omaha	Douglas	9/3/2017	Certified Technician
2	Amanda	Ablott	Hastings	Adams	6/1/2017	Instructor Candidate
3	Debra	Ainslie	Chadron	Dawes	2/22/2018	Certified Technician
4	Julie	Anderson	Lincoln	Lancaster	10/22/2017	Certified Technician
5	Stacey	Anderson	Lincoln	Lancaster	4/6/2018	Certified Technician
6	Becky	Assarsson	Valentine	Cherry	6/23/2016	Certified Technician
7	Ronald	Atkins	Niobrara	Knox	8/21/2017	Certified Instructor
8	Jen	Baker	Omaha	Douglas	6/7/2018	Certified Technician
9	Teri	Barnard	Palisade	Hitchcock	10/11/2016	Certified Technician
10	Maria	Barocio	Lexington	Dawson	4/18/2017	Certified Technician
11	Laura	Bartlett	Omaha	Douglas	10/8/2016	Certified Technician
12	Ashley	Beach	Unadilla	Otoe	8/24/2017	Certified Technician
13	Brianna	Beam	Guide Rock	Webster	6/24/2017	Certified Technician
14	Jordan	Beard	Imperial	Chase	4/4/2018	Certified Technician
15	Danielle	Becker	Schuyler	Colfax	10/2/2017	Certified Technician
16	Kaitlin	Beckloff	Omaha	Douglas	10/2/2017	Certified Technician
17	Scott	Benson	Lincoln	Lancaster	10/1/2017	Certified Technician
18	Jessi	Bergin	Lincoln	Lancaster	6/7/2018	Certified Technician
19	Amy	Beyersdorf	Omaha	Douglas	6/7/2018	Certified Technician
20	Anna	Bialas	Grand Island	Hall	10/8/2016	Certified Technician
21	Jeanne	Bietz	Lincoln	Lancaster	5/1/2017	Certified Instructor
22	Janel	Binder	Waverly	Lancaster	9/16/2016	Certified Technician
23	Shawna	Biodrowski	Papillion	Sarpy	10/30/2017	Certified Technician
24	Megan	Black	Omaha	Douglas	6/7/2018	Certified Technician
25	Jennifer	Blair	Lincoln	Lancaster	6/16/2017	Certified Technician
26	Sherri	Blome	Chadron	Dawes	5/1/2017	Certified Instructor
27	Susan	Bochart	Rockville	Sherman	6/1/2017	Certified Technician
28	Amy	Bockelman	Norfolk	Madison	9/1/2017	Certified Technician
29	Jami	Boggy	Omaha	Douglas	8/26/2016	Certified Technician
30	Stephanie	Bonnema	Lincoln	Lancaster	3/19/2017	Certified Technician
31	MEGAN	BOONE-STOLL	LINCOLN	Lancaster	9/18/2016	Certified Technician
32	Amy	Borg	Omaha	Douglas	9/21/2016	Certified Instructor
33	Terri	Bos	Omaha	Douglas	5/19/2018	Certified Technician
34	Melissa	Boschult	Omaha	Douglas	6/7/2018	Certified Technician
35	Tera	Boyd	McCook	Red Willow	6/24/2017	Certified Technician
36	Carrie	Branson	Fairbury	Jefferson	6/16/2017	Certified Technician
37	Jami	Brester	West Point	Cuming	6/24/2016	Certified Technician
38	Kenzie	Brodgers	Raymond	Lancaster	9/18/2016	Certified Technician
39	Elizabeth	Bronson	Omaha	Douglas	8/24/2017	Certified Technician
40	Sara	Bruening	Omaha	Douglas	11/18/2016	Certified Technician
41	Ann	Brunzell	Omaha	Douglas	9/30/2017	Certified Technician
42	Brandon	Buhlke	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
43	Suzanne	Bullock	Madrid	Perkins	4/27/2017	Certified Technician
44	Lindsey	Burhoop	Bancroft	Cuming	6/17/2017	Certified Technician
45	Ruth	Burke	Lincoln	Lancaster	6/7/2018	Certified Technician

46	Elizabeth	Burki	Hildreth	Franklin	6/23/2016	Certified Technician
47	Kirsten	Burklund	Kearney	Buffalo	4/18/2017	Certified Technician
48	Debra	Byers	Elkhorn	Douglas	8/26/2016	Certified Technician
49	Molly	Carlson	Lincoln	Lancaster	10/8/2016	Certified Technician
50	Rosa	Carrillo	Gering	Scotts Bluff	4/4/2018	Certified Technician
51	Kelley	Carter	Omaha	Douglas	6/24/2017	Certified Technician
52	Eunises	Casillas	Omaha	Douglas	8/22/2016	Certified Technician
53	Mike	Cerny	Bayard	Morrill	11/18/2016	Certified Technician
54	Tamara	Chamberlin	Kearney	Buffalo	9/18/2016	Certified Technician
55	Brooke	Chaney	Auburn	Nemaha	10/16/2017	Certified Technician
56	Julie	Chramosta	Gibbon	Buffalo	10/8/2016	Certified Technician
57	Heather	Church	Palmer	Merrick	10/8/2016	Certified Technician
58	Michelle	Classen	Pierce	Pierce	10/1/2017	Certified Technician
59	Pam	Coley	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
60	Kate	Collins	Lincoln	Lancaster	9/26/2016	Certified Technician
61	Carlena	Conard	Osceola	Polk	6/21/2017	Certified Technician
62	Lora	Conley	Omaha	Douglas	10/13/2016	Certified Technician
63	Anne	Conlon	Omaha	Douglas	5/16/2018	Certified Technician
64	Lynne	Cook	Lincoln	Lancaster	10/1/2017	Certified Technician
65	Jane	Corona	Gering	Scotts Bluff	6/25/2017	Certified Technician
66	Maricela	Cortes de Ruiz	Omaha	Douglas	5/19/2018	Certified Technician
67	Michelle	Crawford	Lincoln	Lancaster	10/11/2016	Certified Technician
68	Jamie	Cummings	Kearney	Buffalo	7/1/2017	Certified Technician
69	Angel	Dale	York	York	6/7/2018	Certified Technician
70	Bobbie	Darby	Omaha	Douglas	8/22/2016	Certified Technician
71	Allison	Decora	Winnebago	Thurston	10/2/2017	Certified Technician
72	Valerie	DeJonge	Hastings	Adams	7/1/2017	Certified Technician
73	Drew	Deras	Omaha	Douglas	5/19/2018	Certified Technician
74	Tracy	Dethlefs	Kearney	Buffalo	4/18/2017	Certified Technician
75	Joan	DeWitt	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
76	Tom	Dibbern	Aurora	Hamilton	2/27/2017	Certified Technician
77	Karmen	Dickes	Fremont	Dodge	6/21/2017	Certified Technician
78	Coartney	DiGiorgio	Fremont	Dodge	9/12/2016	Certified Technician
79	Lynn	Dolezal	Lincoln	Lancaster	6/13/2017	Certified Technician
80	Lisa	Duffield	Lincoln	Lancaster	10/1/2017	Certified Technician
81	Clare	Dunn	Bellevue	Sarpy	6/7/2018	Certified Technician
82	Olga	Dunn	Grant	Perkins	4/18/2017	Certified Technician
83	Shayna	Dunn	North Platte	Lincoln	10/2/2017	Certified Technician
84	Stefanie	Dvorak	Norfolk	Madison	10/1/2017	Certified Technician
85	Maggie	Dworak	Omaha	Douglas	6/7/2018	Certified Technician
86	Rachel	Dysico	Papillion	Sarpy	6/21/2017	Certified Technician
87	Sarah	Economides	Lincoln	Lancaster	10/21/2017	Certified Technician
88	Angela	Edmond	Beatrice	Gage	9/26/2016	Certified Technician
89	Shelly	Egge	Lincoln	Lancaster	10/2/2017	Certified Technician
90	Abigail	Engel	Pender	Thurston	6/21/2017	Certified Technician
91	Sara	Erwin	York	York	9/12/2016	Certified Technician
92	Oronina	Escamilla	Gering	Scotts Bluff	6/25/2017	Certified Technician
93	Kelsey	Esch	McCook	Red Willow	4/18/2017	Certified Technician
94	Sara	Estrada	North Platte	Lincoln	10/2/2017	Certified Instructor
95	Scott	Eveland	Ogallala	Keith	2/12/2018	Certified Instructor

96	Tracy	Eveland	Ogallala	Keith	5/4/2018	Certified Technician
97	Dale	Fahnholz	Kearney	Buffalo	10/2/2017	Certified Technician
98	Scott	Fandrich	Lincoln	Lancaster	9/12/2016	Certified Technician
99	Dessa	Farrand	Hastings	Adams	10/16/2017	Certified Technician
100	Alison	Feik	Cozad	Dawson	6/23/2018	Certified Technician
101	Marcy	Feik	Kearney	Buffalo	6/23/2016	Certified Technician
102	Rebecca	Feller	Boys Town	Douglas	8/22/2016	Certified Technician
103	Chelsea	Ferguson	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
104	Margaret	Ferguson	Omaha	Douglas	6/21/2017	Certified Technician
105	Lindsay	Filipi	Lincoln	Lancaster	4/18/2017	Certified Technician
106	Serena	Findley	North Platte	Lincoln	5/8/2018	Certified Technician
107	Jeffrey	Fisher	Oshkosh	Garden	9/30/2017	Certified Technician
108	Jessica	Fitzgerald	Omaha	Douglas	7/2/2017	Certified Technician
109	Julie	Foster	Valentine	Cherry	12/8/2017	Certified Technician
110	Rebecca	Franklin	Omaha	Douglas	5/19/2018	Certified Technician
111	Melanie	Frear	Grand Island	Hall	10/23/2016	Certified Technician
112	Jane	Freeburg	Dalton	Cheyenne	8/14/2017	Certified Technician
113	Gina	Frerichs	Columbus	Platte	2/27/2017	Certified Technician
114	Jamie	Frerichs	Kearney	Buffalo	4/18/2017	Certified Technician
115	Rachel	Frickel	O'Neill	Holt	10/8/2016	Certified Technician
116	Amanda	Fries	Kearney	Buffalo	4/18/2017	Certified Technician
117	Rebecca	Fry	Grand Island	Hall	7/1/2017	Certified Technician
118	Kimberlyn	Fuentes	Omaha	Douglas	5/19/2018	Certified Technician
119	Sarah	Fuller	Lincoln	Lancaster	9/21/2016	Certified Technician
120	Rachel	Garcia	Omaha	Douglas	6/7/2018	Certified Technician
121	Stephanie	Gardeman	Elkhorn	Douglas	8/26/2016	Certified Technician
122	Sarah	Gill	Omaha	Douglas	6/21/2017	Certified Technician
123	Robert	Gleim	Gering	Scotts Bluff	4/4/2018	Certified Technician
124	Tatiana	Glinsmann	Loup City	Sherman	10/21/2017	Certified Technician
125	Megan	Gombold	Bennington	Douglas	8/22/2016	Certified Technician
126	Alejandro	Gomez	Crete	Saline	6/7/2018	Certified Technician
127	Katie	Graves	Papillion	Sarpy	6/21/2017	Certified Technician
128	Sharon	Grunke	Norfolk	Madison	8/14/2017	Certified Technician
129	Lori	Halsey	Blair	Washington	6/21/2017	Certified Technician
130	Jami	Hamer	Waverly	Lancaster	6/23/2016	Certified Technician
131	Carol	Hamik	Hastings	Adams	5/1/2017	Certified Instructor
132	Deb	Hammon	Humboldt	Richardson	4/18/2017	Certified Technician
133	Amy	Hansen	Lincoln	Lancaster	10/8/2016	Certified Technician
134	Connie	Hardin	Fairbury	Jefferson	6/13/2017	Certified Technician
135	Marcia	Harmon	Falls City	Richardson	10/1/2017	Certified Technician
136	Sara	Harris	Scottsbluff	Scotts Bluff	6/5/2017	Certified Technician
137	David	Harvey	Omaha	Douglas	5/9/2017	Certified Technician
138	Kim	Haskin	Seward	Seward	5/10/2017	Certified Technician
139	Pamela	Hatch	Hastings	Adams	6/17/2017	Certified Technician
140	Lindsay	Heiden	York	York	9/12/2018	Certified Technician
141	Krista	Heineman	Thurston	Thurston	6/1/2017	Certified Technician
142	Lynne	Heithoff	Norfolk	Madison	5/1/2017	Certified Technician
143	Ben	Hennecke	Lincoln	Lancaster	10/16/2017	Certified Technician
144	Jodi	Henry-Reynolds	Niobrara	Knox	8/26/2017	Certified Technician
145	Tereasa	Herman	Chadron	Dawes	4/18/2017	Certified Technician

146	Nicole	Hicken	Grand Island	Hall	6/21/2017	Certified Instructor
147	Bradley	Higgins	Neligh	Antelope	9/1/2017	Certified Technician
148	Betsi	Hinkle	Kearney	Buffalo	6/23/2016	Certified Technician
149	Angel	Hinkley	Alliance	Box Butte	4/18/2017	Certified Technician
150	Nicholas	Hinman	Alliance	Box Butte	9/14/2017	Certified Technician
151	Shaila	Hisey	Kearney	Buffalo	6/23/2016	Certified Technician
152	Bob	Hock	Kearney	Buffalo	6/23/2018	Certified Technician
153	Amanda	Hodgen	Hastings	Adams	6/24/2017	Certified Technician
154	Carissa	Hoffman	Omaha	Douglas	6/21/2017	Certified Technician
155	Curtis	Hofrock	Sidney	Cheyenne	4/9/2017	Certified Technician
156	Katie	Hopkins	Omaha	Douglas	9/12/2016	Certified Technician
157	Kassidy	Horst	Wisner	Cuming	4/28/2017	Certified Technician
158	Veta	Hungerford	Long Pine	Brown	5/1/2017	Certified Technician
159	Terri	Huston	Lincoln	Lancaster	10/8/2016	Certified Technician
160	Desaray	Ishii	Fort Calhoun	Washington	4/27/2018	Certified Technician
161	marne	iwand	omaha	Douglas	6/7/2018	Certified Technician
162	Tanya	Jacha	Omaha	Douglas	8/22/2016	Certified Technician
163	Jennifer	Jacobitz	Prosser	Hall	7/12/2017	Certified Technician
164	Pam	Jacobsen	Omaha	Douglas	5/19/2018	Certified Technician
165	Rossana	Jaeger	Fremont	Dodge	8/22/2016	Certified Technician
166	Joan	Jansen	Omaha	Douglas	9/21/2017	Certified Technician
167	Eric	Janssen	Lincoln	Lancaster	6/24/2017	Certified Technician
168	Jennifer	Janzen	Lincoln	Lancaster	9/6/2017	Certified Technician
169	Amanda	Jeffres	Burwell	Garfield	6/12/2018	Certified Technician
170	Cyndi	Jenkins	Omaha	Douglas	5/19/2018	Certified Technician
171	Manuel	Jimenez	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
172	Elizabeth	Johnson	Lincoln	Lancaster	9/6/2017	Certified Technician
173	Jessica	Johnson	McCook	Red Willow	2/27/2017	Certified Technician
174	Becky	Jones	North Platte	Lincoln	9/12/2016	Certified Technician
175	Gena	Jones	Norfolk	Madison	10/1/2017	Certified Technician
176	Bryn	Jordan	McCook	Red Willow	6/24/2017	Certified Technician
177	Clay	Jordan	McCook	Red Willow	6/24/2017	Certified Technician
178	Jacquelyn	Julis	Omaha	Douglas	6/21/2017	Certified Technician
179	Amy	Jurgensen	Cordova	Seward	5/1/2017	Certified Technician
180	Kira	Kaltenbach	Omaha	Douglas	10/8/2016	Certified Technician
181	Helen	Kampfe	Valley	Douglas	5/10/2017	Certified Instructor
182	Colleen	Karmazin	Blue Hill	Webster	7/14/2018	Certified Technician
183	Tonya	Kaup	Osceola	Polk	6/21/2017	Certified Technician
184	Barbara	Keegan	Hemingford	Box Butte	10/1/2017	Certified Technician
185	Jennifer	Keller	Pender	Thurston	6/21/2017	Certified Technician
186	Mary	Kelly	Boys Town	Douglas	4/27/2018	Certified Technician
187	Elizabeth	Kelsey	Omaha	Douglas	8/22/2016	Certified Technician
188	Cari	Kenney	Omaha	Douglas	10/2/2017	Certified Technician
189	Jason	Kerkman	Lincoln	Lancaster	9/18/2016	Certified Technician
190	Kaitlann	King	Omaha	Douglas	10/8/2016	Certified Technician
191	Tommy	King	Norfolk	Madison	8/22/2016	Certified Technician
192	Annie	Kline	Omaha	Douglas	6/21/2017	Certified Technician
193	Jill	Knox	Lincoln	Lancaster	9/12/2016	Certified Technician
194	Danielle	Knudson	Omaha	Douglas	8/26/2016	Certified Instructor
195	Jennifer	Koehlmoos	ONeill	Holt	5/11/2017	Certified Technician

196	Chelsey	Koehn	York	York	9/12/2018	Certified Technician
197	Teresa	Kohle	Stuart	Holt	6/1/2017	Certified Technician
198	Leah	Krantz	Newcastle	Dixon	10/16/2016	Certified Technician
199	Kimberly	Kreikemeier	Fremont	Dodge	6/7/2018	Certified Technician
200	Rachel	Krolikowski	Grand Island	Hall	10/2/2017	Certified Technician
201	Bobbi	Kuhlman	Scottsbluff	Scotts Bluff	4/9/2017	Certified Technician
202	Kate	Kunz	O'Neill	Holt	10/1/2017	Certified Instructor
203	Ananda	Kyle	Juniata	Adams	8/1/2017	Certified Technician
204	Heidi	Larson	Scottsbluff	Scotts Bluff	4/29/2018	Certified Technician
205	Jody	Latta	Stratton	Hitchcock	10/11/2016	Certified Technician
206	Vanessa	Le	Omaha	Douglas	8/22/2016	Certified Technician
207	Michelle	Leahy	Papillion	Sarpy	6/21/2017	Certified Technician
208	Ryan	LeGrande	Omaha	Douglas	6/21/2017	Certified Technician
209	Angela	Lemburg	Grand Island	Hall	6/7/2018	Certified Technician
210	Ed	Lemburg	O'Neill	Holt	8/23/2016	Certified Technician
211	Nancy	Lemke	Hastings	Adams	6/1/2017	Certified Technician
212	Nicole	Levander	Albion	Boone	9/21/2016	Certified Technician
213	Stephanie	Lewis	Gretna	Sarpy	5/3/2018	Certified Technician
214	Jackie	Liess	Kearney	Buffalo	8/1/2017	Certified Technician
215	Becky	Loewe	Lincoln	Lancaster	10/22/2017	Certified Technician
216	Amanda	Lovercheck	Omaha	Douglas	5/19/2018	Certified Technician
217	Amber	Lubben	Hebron	Thayer	9/3/2017	Certified Technician
218	Kristin	Luethke	Lincoln	Lancaster	10/2/2017	Certified Instructor
219	Melanie	Lurry	Lavista	Douglas	6/21/2017	Certified Technician
220	Chris	Lutes	Grand Island	Hall	10/2/2017	Certified Technician
221	Denise	Lynes	LaVista	Douglas	9/16/2016	Certified Technician
222	Katie	Maas	Elkhorn	Douglas	5/19/2018	Certified Technician
223	Katie	Maire	Papillion	Sarpy	6/7/2018	Certified Technician
224	Tricia	Maresh	Papillion	Sarpy	8/22/2016	Certified Technician
225	Amy	Marshall	Hastings	Adams	6/1/2017	Certified Technician
226	Carol	Martin	Eagle	Cass	9/18/2016	Certified Technician
227	Brenda	Martinez	Imperial	Chase	4/4/2018	Certified Technician
228	Keisha	Martinez	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
229	Brandee	Marx	Omaha	Douglas	10/31/2017	Certified Technician
230	Carrie	Maryott	West Point	Cuming	5/3/2018	Certified Technician
231	Shari	Mayne	Lincoln	Lancaster	10/2/2017	Certified Technician
232	Shana	Mazur	Papillion	Sarpy	6/21/2017	Certified Technician
233	Lynn	McCollough	Lincoln	Lancaster	10/2/2017	Certified Technician
234	Marilyn	McDaniel	Imperial	Chase	6/13/2017	Certified Technician
235	Angelynn	McGee	Omaha	Douglas	8/26/2017	Certified Technician
236	Jessica	McLellan	Morrill	Scotts Bluff	4/4/2018	Certified Technician
237	KERRY	MCMANIGAL	Lincoln	Lancaster	10/16/2017	Certified Technician
238	Nelva	McNeff	Palmer	Merrick	10/1/2017	Certified Technician
239	Megan	Mech	Omaha	Douglas	5/19/2018	Certified Technician
240	Tj	Merrill Newman	Stella	Richardson	9/12/2016	Certified Technician
241	Ellen	Mettenbrink	Lincoln	Lancaster	6/1/2017	Certified Technician
242	Ryan	Meyer	Omaha	Douglas	10/4/2016	Certified Technician
243	Dava	Mier	Niobrara	Knox	3/30/2018	Certified Technician
244	Mark	Miller	Dix	Kimball	4/4/2018	Certified Technician
245	Stacey	Mitchell	Neligh	Antelope	8/26/2016	Certified Technician

246	Tim	Monzon	McCook	Red Willow	6/24/2017	Certified Technician
247	Caitlin	Moore	Crete	Saline	6/7/2018	Certified Technician
248	Justin	Moore	Axtell	Kearney	7/31/2016	Certified Technician
249	Deborah	Moyer	Lincoln	Lancaster	10/2/2017	Certified Technician
250	Heather	Muller	Lincoln	Lancaster	8/26/2016	Certified Technician
251	Stacey	Muller	Papillion	Sarpy	8/15/2016	Certified Technician
252	Lisa	Munoz	Omaha	Douglas	10/5/2017	Certified Technician
253	Susan	Munsen	Lincoln	Lancaster	4/18/2017	Certified Technician
254	Amy	Murcek	Omaha	Douglas	6/7/2018	Certified Technician
255	Dawn	Murphy	Niobrara	Knox	8/16/2017	Certified Technician
256	Mandy	Murphy	Mitchell	Scotts Bluff	3/29/2018	Certified Technician
257	Wendy	Murphy	Valentine	Cherry	12/8/2017	Certified Technician
258	Cassie	Myers	York	York	10/2/2017	Certified Technician
259	Kelly	Myers	Lincoln	Lancaster	9/18/2016	Certified Technician
260	Rachel	Naiman	FAIRBURY	Jefferson	9/18/2016	Certified Technician
261	Nicole	Nazaruk	Elkhorn	Douglas	8/22/2016	Certified Technician
262	Jaala	Nelson	Seward	Seward	11/29/2016	Certified Technician
263	Rebecca	Nelson	Omaha	Douglas	10/2/2017	Certified Technician
264	Megan	Newkirk	Oshkosh	Garden	10/8/2016	Certified Technician
265	Amanda	Nielsen	Minden	Kearney	3/14/2018	Certified Technician
266	Jessica	Niewohner	Neligh	Antelope	4/18/2017	Certified Technician
267	Tiffany	Nordmeyer	Bennington	Douglas	5/3/2018	Certified Technician
268	Carolyn	O'Brien	North Platte	Lincoln	6/1/2017	Certified Technician
269	Kelly	Oblinger	Diller	Jefferson	9/12/2016	Certified Technician
270	Mark	Odell	Red Cloud	Webster	6/23/2016	Certified Technician
271	Peg	Ogea-Ginsburg	Lincoln	Lancaster	5/1/2017	Certified Instructor
272	Sheryl	Ohrt	Kearney	Buffalo	6/1/2017	Certified Instructor
273	Kaitlyn	Olson	Hildreth	Franklin	6/23/2016	Certified Technician
274	Laura	Osborne	Auburn	Nemaha	5/1/2017	Certified Instructor
275	Jaclyn	Ostronic	Omaha	Douglas	8/24/2017	Certified Technician
276	Anita	Owen	Blair	Washington	5/19/2018	Certified Technician
277	Nathan	Parrish	Scottsbluff	Scotts Bluff	6/5/2017	Certified Technician
278	Stacey	Pawling	Scribner	Dodge	8/28/2017	Certified Technician
279	Susan	Pawloski	Papillion	Sarpy	11/18/2016	Certified Technician
280	Amber	Pelan	Lincoln	Lancaster	10/2/2017	Certified Technician
281	Jennifer	Penick	Omaha	Douglas	5/19/2018	Certified Technician
282	Christopher	Perales	Scottsbluff	Scotts Bluff	4/4/2018	Certified Technician
283	Jyssica	Perez	Bellevue	Sarpy	6/21/2017	Certified Technician
284	Jessica	Peterson	Beatrice	Gage	7/15/2016	Certified Technician
285	Allison	Pettit	Sidney	Cheyenne	4/27/2017	Certified Technician
286	Matt	Phillips	Hastings	Adams	4/27/2018	Certified Technician
287	Tim	Pickering	Lincoln	Lancaster	9/1/2017	Certified Instructor
288	Jean	Pieper/Dorcey	Omaha	Douglas	6/7/2018	Certified Technician
289	Roy	Pinnt	Norfolk	Madison	6/17/2017	Certified Technician
290	Graciela	Quiroz	Fairbury	Jefferson	9/12/2016	Certified Technician
291	Linda	Rahder	Atkinson	Holt	6/7/2018	Certified Technician
292	Rachel	Ratekin	Omaha	Douglas	5/19/2018	Certified Technician
293	Melissa	Redding	West Point	Cuming	8/22/2016	Certified Technician
294	April	Reed	Columbus	Platte	8/5/2017	Certified Technician
295	Lori	Reed	Omaha	Douglas	6/30/2016	Certified Technician

296	MacKenzie	Reed	Elkhorn	Douglas	10/2/2017	Certified Technician
297	Lisa	Reichter	Omaha	Douglas	5/10/2017	Certified Technician
298	Celeste	Reker	Fremont	Dodge	9/12/2016	Certified Technician
299	Brad	Roepke	Omaha	Douglas	6/21/2017	Certified Technician
300	Brandy	Rogers	Hastings	Adams	6/22/2017	Certified Technician
301	Lisa	Rogers	Lincoln	Lancaster	10/2/2017	Certified Technician
302	Jolene	Rosenkrans	O'Neill	Holt	8/5/2017	Certified Technician
303	Tracy	Rouse	Omaha	Douglas	8/19/2016	Certified Instructor
304	Allison	Rowden	Burwell	Garfield	3/29/2018	Certified Technician
305	William	Rowell	Nebraska City	Otoe	9/26/2016	Certified Technician
306	Sara	Rue	Falls City	Richardson	9/12/2016	Certified Technician
307	Scott	Rutten	Stanton	Stanton	11/1/2017	Certified Technician
308	Suzanne	Rutten	Stanton	Stanton	10/1/2017	Certified Instructor
309	Nicole	Saathoff	St Paul	Howard	10/2/2017	Certified Technician
310	Cassandra	Sager	Chadron	Dawes	4/18/2017	Certified Technician
311	April	Sando	Omaha	Douglas	5/10/2018	Certified Technician
312	Amy	Sanford	Lincoln	Lancaster	9/18/2016	Certified Technician
313	Jon	Sanko	Holdrege	Phelps	12/8/2017	Certified Technician
314	Brett	Sassali	Cozad	Dawson	6/23/2016	Certified Technician
315	Danica	Schaap	Omaha	Douglas	8/24/2017	Certified Technician
316	Lisa	Schawang	Falls City	Richardson	6/24/2018	Certified Technician
317	Christina	Scheer	Lincoln	Lancaster	6/30/2018	Certified Technician
318	Dionna	Schmidt	Seward	Seward	9/12/2016	Certified Technician
319	Jill	Schmidt	Geneva	Fillmore	4/18/2017	Certified Technician
320	Sarah	Schmidt	Omaha	Douglas	6/21/2017	Certified Technician
321	Heather	Schoenholz	Imperial	Chase	6/13/2017	Certified Technician
322	Cecelia	Schrunk	Atkinson	Holt	8/23/2016	Certified Technician
323	Suzie	Schumaker	Omaha	Douglas	8/22/2016	Certified Technician
324	Amanda	Shannon	Lincoln	Lancaster	6/24/2016	Certified Technician
325	Stacy	Shoemaker	ONeill	Holt	10/1/2017	Certified Technician
326	Tiffany	Simon	Omaha	Douglas	9/12/2016	Certified Technician
327	Lori	Skarka	Kearney	Buffalo	6/23/2016	Certified Technician
328	Erin	Small	Kearney	Buffalo	4/18/2017	Certified Technician
329	Elizabeth	Smilie	Lincoln	Lancaster	9/12/2016	Certified Technician
330	Austin	Smith	Sideny	Cheyenne	4/4/2018	Certified Technician
331	Jaclyn	Smith	Omaha	Douglas	5/1/2017	Certified Technician
332	Jill	Snyder	Lincoln	Lancaster	9/16/2016	Certified Technician
333	Brandy	Sonier	Omaha	Douglas	5/19/2018	Certified Technician
334	Janette	Soto	Omaha	Douglas	5/19/2018	Certified Technician
335	Catherine	Stanton	Omaha	Douglas	6/21/2017	Certified Technician
336	Corri	Stearnes	Gretna	Sarpy	9/12/2016	Certified Technician
337	Daemon	Stevenson	Omaha	Douglas	8/22/2016	Certified Technician
338	Melinda	Sturgill	Grand Island	Hall	6/1/2017	Certified Technician
339	Dawn	Styskal	Fremont	Dodge	6/21/2017	Certified Technician
340	Margaret	Svitak	Norfolk	Madison	6/1/2017	Certified Technician
341	Jill	Svoboda	Norfolk	Madison	4/28/2017	Certified Technician
342	Roseanna	Terrell	Bridgeport	Morrill	3/29/2018	Certified Technician
343	Christa	Thelen	Omaha	Douglas	9/12/2016	Certified Instructor
344	Jessica	Thomas	Aurora	Hamilton	6/23/2016	Certified Technician
345	Neal	Thomas	Plattsmouth	Cass	5/30/2017	Certified Technician

346	Charlene	Thome	Omaha	Douglas	11/1/2017	Certified Technician
347	Dixie	Thompson	Chadron	Dawes	4/27/2017	Certified Technician
348	Ruthi	Thompson	Lincoln	Lancaster	10/1/2017	Certified Technician
349	Sarah	Thompson	Omaha	Douglas	5/19/2018	Certified Technician
350	Timothy	Tichy	Omaha	Douglas	5/10/2017	Certified Instructor
351	Jamie	Tinsman	Hastings	Adams	6/24/2017	Certified Technician
352	Stephanie	Tinsman	Hastings	Adams	10/8/2016	Certified Technician
353	Sofia	Toben	Fremont	Dodge	8/26/2016	Certified Technician
354	Ladonna	Tool	Lincoln	Lancaster	6/1/2017	Certified Instructor
355	Jason	Trimm	Fairbury	Jefferson	6/7/2018	Certified Technician
356	Karen	Triplett	Kearney	Buffalo	10/1/2017	Certified Technician
357	Kerri	Udey	Osceola	Polk	10/2/2017	Certified Technician
358	Brandy	Urbanec	Lincoln	Lancaster	6/24/2016	Certified Technician
359	Hector	Uribe	Omaha	Douglas	8/24/2017	Certified Technician
360	Brenda	Urrutia	Omaha	Douglas	4/27/2018	Certified Technician
361	Mark	Van Horn	Chadron	Dawes	4/1/2017	Certified Instructor
362	Natalie	Vance	Boys Town	Douglas	8/15/2016	Certified Technician
363	Sharon	Vandegrift	Fairbury	Jefferson	8/1/2017	Certified Technician
364	Amy	Vandenbosch	Omaha	Douglas	8/22/2016	Certified Technician
365	Charlotte	Vaughan	Chadron	Dawes	5/18/2018	Certified Technician
366	Kelley	Vincentini	Omaha	Douglas	8/22/2016	Certified Technician
367	Martha	Vinge-Sheridan	Sutton	Clay	8/1/2017	Certified Technician
368	Alison	Wade	Bennington	Douglas	5/19/2018	Certified Technician
369	Linda	Waldron	Hastings	Adams	8/1/2017	Certified Technician
370	Jamie	Wallace	Scottsbluff	Scotts Bluff	6/5/2017	Certified Technician
371	Verlene	Watson	Superior	Nuckolls	6/1/2017	Certified Technician
372	Lori	Watts	Doniphan	Hall	10/23/2016	Certified Technician
373	Leigh	Webber	Superior	Nuckolls	5/1/2017	Certified Technician
374	Lynisha	Weeda	Gurley	Cheyenne	2/18/2018	Certified Technician
375	Stephanie	Wegner	Scribner	Dodge	6/23/2016	Certified Technician
376	Michelle	Weimer	Sidney	Cheyenne	9/11/2017	Certified Technician
377	Debra	Wendelin	Beatrice	Gage	10/2/2017	Certified Technician
378	Rachel	Werner	Syracuse	Otoe	10/16/2017	Certified Technician
379	Michelle	Westengaard	Gretna	Sarpy	8/22/2016	Certified Technician
380	Mandi	Wiarda	Omaha	Douglas	8/26/2016	Certified Technician
381	Rhonda	Wicht	Lincoln	Lancaster	6/23/2016	Certified Technician
382	Jessica	Wiese	Omaha	Douglas	8/26/2016	Certified Technician
383	Michelle	Wiggins	Lincoln	Lancaster	9/21/2016	Certified Technician
384	Sarah	Williamson	Auburn	Otoe	9/12/2016	Certified Technician
385	Jay	Wingler	Omaha	Douglas	8/26/2016	Certified Technician
386	Kimberly	Winslow	Osceola	Polk	10/2/2017	Certified Technician
387	Tina	Wright	Lincoln	Lancaster	10/1/2017	Certified Technician
388	Heather	Young	Omaha	Douglas	6/7/2018	Certified Technician
389	Kimberly	Yungdahl	Osceola	Polk	8/23/2016	Certified Technician

## Nebraska Occupant Protection Law

The Nebraska occupant protection law, requiring occupants to be secured in a seat belt or age appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted January 1, 1993, and last amended on August 27, 2011, and will be enforced during the fiscal year of the grant.

## Nebraska Seat Belt Enforcement Plan

The Seat Belt Enforcement Plan includes a proven combination of public information and education supported by a proactive law enforcement effort throughout FY2017.

Nebraska recruits every law enforcement agency (sheriffs, police, and the State Patrol) to participate in the national *“Click It or Ticket”* enforcement mobilization of May 22 – June 4, 2017, with special emphasis in the 22 priority counties (represents 80.9% of the state’s population) among all 93 counties. Grant funding requires that 50% of the hours of nighttime enforcement. See page 23 for more information on the E-BE Enforcement Plan.

Nebraska also recruits every law enforcement agency to participate in the state’s *“Click It or Ticket”* mobilization every November during the Thanksgiving holiday week. Grant funding requires that 50% of the hours be nighttime enforcement.

The Nebraska Office of Highway Safety also solicits laws enforcement agencies with seat belt grant opportunities for local special events (festivals, rodeos, car shows, fairs, concerts, etc.).

The NOHS requires all *“Click It or Ticket”* or seat belt grant enforcement recipients to do a local public announcement (news release or news conference) of the enforcement operation prior to the activity. In addition, we require that the agency issue a local news release regarding the results of the special enforcement operation.

The NOHS also provides assistance to agencies that are conducting special enforcement operations to increase seat belt use in their areas by offering to conduct pre and post observational surveys to measure the impact if they don’t have sufficient staffing to do so.

The NOHS annually provides grant funding to the Nebraska Law Enforcement Training Center in support traffic law enforcement training that includes information on enforcing Nebraska’s occupant restraint laws.

The NOHS annually provides funding for seat belt enforcement paid media messaging throughout the year. The messages target non-users with aggressive *“Click It or Ticket”* ads.

The NOHS, each October, hosts a special Chiefs and Sheriffs only luncheon at the annual Police and Sheriff’s Annual Conference. The NOHS uses this opportunity to: thank them for their prior year’s activity; review the crash data regarding unbelted fatalities; and encourage them to renew their pledge to increase seat belt use.

The NOHS develops and has available for law enforcement officers, educational items and materials that each officer can have at his disposal to thank motorists for their good habits or information why they should always buckle up.

## **Nebraska High Risk Population Countermeasure Program**

During 2010-2014, reported safety belt usage in Nebraska ranged from a high of 84.1% in 2010, 84.2% in 2011, 78.6% in 2012, 79.1% in 2013, and 79.0% in 2014.

During this period there were 611 unbelted vehicle occupant fatalities. This accounts for 60.0% (611 of 1,019) of all traffic deaths during the five year period.

81% (494 of 611) of the unbelted vehicle occupant fatalities occurred in rural areas.

48.8% (298 of 611) of the unbelted vehicle occupant fatalities occurred on local roadways.

69.2% (423 of 611) of the unbelted vehicle occupant fatalities were male.

31.6% (193 of 611) of the unbelted vehicle occupant fatalities were males between the ages of 16 and 34.

16.2% (99 of 611) of the unbelted vehicle occupant fatalities occurred between the hours of 3:00 p.m. and 6:00 a.m.

43.5% of unbelted fatalities occurred during dark driving conditions.

35% (214 of 611) of the unbelted vehicle occupant fatalities were recorded on Friday through Sunday.

61.5% (376 of 611) of the unbelted vehicle occupant fatalities resulted from single vehicle run-off-the road crashes.

The Nebraska Office of Highway Safety (NOHS) and the Nebraska State Patrol (NSP) have been conducting joint efforts to target selected rural counties with high percentages of unbelted vehicle occupant fatalities with a combined proactive enforcement and public information campaign. The NOHS provides grant funding to NSP and conducts pre and post-implementation seat belt use observation surveys to determine immediate impact. This is followed by a second NOHS observation survey conducted approximately six months after implementation to evaluate the long term impact.

All NOHS overtime occupant restraint enforcement grants, including the Click It or Ticket mobilizations, require that a minimum of 50% of the enforcement activity must be conducted during nighttime, with emphasis on the Friday through Sunday period.

Paid media occupant restraint messaging is primarily directed toward 16 - 34 year old males. The use of electronic, print, outdoor, theater and social media marketing concentrates on reaching this target audience. A heavy concentration of sports (basketball, football, baseball, and auto racing) marketing and campaign efforts with an emphasis on the enforcement of the seat belt law (Click It or Ticket) are used continually throughout the year.

The NOHS supports efforts by the Nebraska Department of Roads (NDOR) to identify roadway locations where a concentration exists of single vehicle run-off-the road fatal crashes. These locations are given potential consideration for a road edge/shoulder rumble strips countermeasure application to aid in preventing run-off-road crashes.

The NOHS has prioritized the top 22 counties with the most fatal and injury crashes for FY2017. The local law enforcement agencies (sheriffs and police departments), along with the NSP are given priority consideration for working locations in these counties. The high risk teens and young adult drivers with nighttime and weekend enforcement strategies are emphasized.

## **Nebraska Comprehensive Occupant Protection Program**

The Nebraska Comprehensive Occupant Protection Program involves both the child passenger safety seat and the general seat belt use.

## Seat Belts

The comprehensive effort for the seat belt effort utilizes several groups and organizations. The first is the Strategic Highway Safety Plan (SHSP) Leadership Group, a group of four cabinet level positions appointed by the Governor who provide direction and decision making for the SHSP. They are: the Director/State Engineer for the Nebraska Department of Road, the Director of the Nebraska Department of Motor Vehicles, the Superintendent of the Nebraska State Patrol and Department of Health and Human Services administrative officials.

Another group is Drive Smart Nebraska, an ad hoc task force establish under the authority of the DHHS Chief Medical Officer. This group's primary task is establishing the best strategies to increase belt use in Nebraska and to strategize efforts to secure the resources necessary to accomplish that goal. It consists of representatives from statewide organizations, agencies, and businesses. Meetings are quarterly with action items included. The group is made up of many key public health-related organizations and agencies which provide excellent opportunities to promote seat belt use through their work.

The statewide "*Click It - Don't Risk It*" Coalition is an organization of businesses and individuals that have pledged to increase seat belt use in Nebraska. Outreach is accomplished through community organizations, schools, and employers. Public recognition of high seat belt use rates are one of the group's ongoing efforts with awards presented monthly by the Governor. It is funded by the NOHS.

The Nebraska Safety Council and the National Safety Council, Nebraska are a link to their Nebraska businesses/employers memberships. Using employer based education of the their employees regarding belt use through employer policies, health benefits of belt use by family members, and the business's community outreach to support the enforcement of seat belt laws all assist with increasing the state seat belt use. The NOHS annual provides grant support to both safety council organizations.

The statewide seat belt use public information and information effort is led by the NOHS. The NOHS uses repeated multi-media methods to promote the "*Click It or Ticket*" and other occupant restraint messages. The majority of the messages are targeted to non-users which include, but are not limited to: teens; young adults; rural residents; pick-up truck drivers; and nighttime drivers. Marketing efforts using radio, television, movie theaters, truck side billboards, gas station pump top billboards, sports venues, and social media are all selected to reach the unbelted audience and/or those who may be able to reach the unbelted drivers.

Seat belt convincers and rollover demonstration units have also been and continue to be effectively used in selected locations. The Nebraska State Patrol's Community Resource Officers deploy this equipment throughout the state but also especially target low belt use counties. The NOHS provides grant funding support for this activity to expand their reach.

The Nebraska Department of Roads has added the use of dynamic electronic traffic message boards across the state to display occupant restraint messages during the enforcement mobilizations, holidays, and other high traffic volume periods.

The state's most recently conducted seat belt use observation survey results indicated that 79.6% of the drivers and front seat passengers were using seat belts.

Efforts to conduct more aggressive/proactive enforcement, along with more precise target marketing of the unbelted, continues. Nebraska continues to employ the NHTSA recommended best practices examples to increase belt use in Nebraska.

## Child Passenger Safety (CPS)

Nebraska has an active CPS program that is coordinated by the Nebraska Office of Highway Safety (NOHS) in partnership with the Nebraska Department of Health and Human Services (DHHS) and Nebraska Safe Kids. A joint agency CPS Advisory Group assists in annual planning of CPS activities and identifies specific needs.

The NOHS provides annual grant funding to support CPS instructor training, technician training, training updates, and training designed for children with special needs. In addition, the NOHS reviews and approves new state CPS inspection locations. Funding for safety seats for qualifying low income families is provided for approved CPS inspection locations.

The NOHS facilitates and provides funding support for an annual CPS Instructor and Technician Update. The number of CPS instructors and technicians has consistently remained between 350 and 400 which is sufficient to serve the state's needs. Additionally the recertification rate for Nebraska stands at 64.2% compared to the nation rate of 58.4% for FY2015.

CPS technician training is provided to select law enforcement agency personnel across that state. This is to provide agencies with experts who can provide information to fellow law enforcement officers regarding how to recognize proper child restraint installation and use among the motoring public.

CPS activities are annually reviewed by NOHS in preparation of the annual Highway Safety Plan to target identified problems and to select appropriate countermeasures for the upcoming year.

With the 2015 State of Nebraska observed child passenger safety seat use rate at 96.9% with 96.1% of those children riding in the rear seats, the effectiveness of the CPS messaging and educational activity is excellent.

## Statewide Coalition Support

The NOHS provides funding to the Nebraska "*Click It - Don't Risk It*" Coalition, a statewide coalition of organizations, businesses, and individuals that have committed support for the effort to increase occupant restraint use in Nebraska. The coalition offers presentations to community groups, school, organizations, and businesses across the state. They educate and motivate at risk population populations, including teens, rural and urban pickup drivers, Hispanics, and children. They have established an honor roll award, presented at a ceremony by the Governor, for achieving 90%+ belt use by any business, organization, school, or group.

Another ad hoc occupant restraint task force entitled Drive Smart Nebraska (DSN) was established under the authority of the Governor's appointed State Chief Medical Officer within the Nebraska Department of Health and Human Services (DHHS). Members of the DSN were selected from statewide agencies, public health and safety organizations, insurance representatives, law enforcement, tribal representatives, and businesses (see below). The group meets quarterly and strategizes on how to deploy the best ways to increase belt and child restraint use and to generate additional support throughout Nebraska.



Drive Smart Nebraska Members

April 2016

Drive Smart Nebraska Members	April 2016
Organization	Name
AAA Nebraska	Rose White
Brain Injury Association of Nebraska	Peggy Reisher
Bryan Health	Heather Talbott
Children's Hospital & Medical Center	Christa Thelen
Consultant	Cindy Jeffrey
DHHS - Injury Prevention	Peg Ogea-Ginsburg
DHHS Adolescent Health	Michaela Meisner
DHHS Health Services	Ashley Newmyer
DHHS- Injury Prevention Program	Jeanne Bietz
DHHS School Health	Carol Tucker
Friedman Law Office	Dan Friedman
Lincoln-Lancaster Health Dept/Safe Kids LLCHD	Julie Anderson
MADD	Sara Draper
National Safety Council-Omaha	Susan Booth
National Safety Council-Omaha	Beverly Reicks
Nebraska Association of Local Health Directors	Vicki Duey
Nebraska Medical Association	Carole Bates
Nebraska Office of Highway Safety	William Kovarik
Nebraska Office of Highway Safety	Sim Reynolds
Nebraska Safety Center	Erin Howard
Nebraska Safety Council	Laurie Klosterboer
Nebraska State Patrol	Tim Salmen
Novartis Pharmaceuticals	Kate Kulesher Jarecke
PHAN	John Roberts
Project Extra Mile	Nikki Carritt
Safe Kids Nebraska	Jason Kerkman
Schmeckle Research Inc.	Joyce Schmeckle
Schmeckle Research Inc.	Will Schmeckle
State Farm	Coleen Nielsen
State Farm	Nate McHargue
State Farm	Kelly Pargett
Wood River Fire Dept. - retired	Dick Smithson

## **Occupant Protection Assessment**

An Occupant Protection Assessment of the State of Nebraska occupant protection program was conducted on June 16 – 20, 2014. The draft report was issued on June 20, 2014 and the finalized version provided to the Nebraska Office of Highway Safety on April 12, 2016. A letter was sent to the Regional Administrator on May 18, 2016 requesting an Occupant Assessment prior to June 30, 2017.

**PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)**

*[Check the box above only if applying for this grant.]*

**All States:**

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in all blank for each bullet below.]*

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: September 14, 2015, January 5, 2016, April 21, 2016.
- The name and title of the State's Traffic Records Coordinator is Fred E Zwonechek, Traffic Records Coordinating Committee Coordinator and Chair of the TRCC.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # Part 2.2, Page 98.
- The State Strategic Plan is provided as follows:
  - Description of specific, quantifiable and measurable improvements: HSP page or attachment # Appendices A, Page 8 to 9;
  - List of all recommendations from most recent assessment: HSP page or attachment # Appendices A, Page 6 to 8;
  - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # Appendices A, Pages 29 through 50;
  - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # Appendices A, Page 35, 41 through 48.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # Appendices A, Page 10 to 26.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on January 4, 2016.

**HSP Attachment # Part 2.2**  
**State Traffic Safety Information System Improvements Grant**  
**(23 CFR § 1300.22)**

**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 (FY2015) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as was the requirement at the time of submission under MAP 21. On March 14, 2016, NOHS submitted the State's FY2015 MOE, as required, to NHTSA. On April 5, 2016, the Nebraska FY2015 MOE Summary Calculations were accepted by NHTSA.

## Nebraska Traffic Records Coordination Committee Members

As of June 2016

Name	Title	Agency	System
Bietz, Jeanne	Community Health Educator	Department of Health and Human Services	Injury Surveillance
Bolzer, Drew	Investigator	Lancaster County Sheriff's Office	Citation/ Adjudication
Butler, Don	Transportation Planner III	Nebraska Department of Roads	Roadway
Caha, Deb	IT Business Sys Analyst/Coord	Nebraska Crime Commission	Citation/ Adjudication
Cannon, Sherri	Regional Program Manager	National Highway Traffic Safety Administration	NHTSA Region 7
Caradori, Sean	State Patrol Captain	Nebraska State Patrol	Citation/Adjudication
Clough, Tina	Motor Vehicle Program Manager I	Nebraska Department of Motor Vehicles	Vehicle
Connolly, Sheryl	Trial Court Services Director	Administrative Office of the Courts	Citation/ Adjudication
Doggett, Dan	State Patrol Lieutenant	State Patrol Lieutenant	Citation/Adjudication
Donscheski, Doug	Motor Carrier Safety Prog Mgr	Nebraska State Patrol - Motor Carrier Enforcement	Citation/ Adjudication
Dostal, Shane	Senior Engineering Specialist	Lincoln Public Works	Roadway
Eichkorn, Robert	Regional Program Manager	National Highway Traffic Safety Administration	NHTSA Region 7
Frederick, Steve	Health Data & Evaluation Manager	Department of Health and Human Services	Injury Surveillance
Fuller, Doug	IT Business Systems Analyst, Public Health	Nebraska State Patrol	Injury Surveillance
Grant, Bob	Highway Safety Manager	Nebraska Department of Roads	Crash
Gu, Ran	Student Intern, Public Health	Department of Health and Human Services	Injury Surveillance
Han, Guangming	Health Surveillance Specialist, Public Health	Department of Health and Human Services	Injury Surveillance
Huang, Huang	Student Intern, Public Health	Department of Health and Human Services	Injury Surveillance
Johnson, Betty	Titles & Registration Administrator	Nebraska Department of Motor Vehicles	Driver/Vehicle
Kearns, Linda	Traffic Safety Specialist	Nebraska Office of Highway Safety	NOHS
Khattak, Aemal	Associate Professor	University of Nebraska - Lincoln	Injury Surveillance
Klosterboer, Laurie	Executive Director	Nebraska Safety Council	Data User
Kovarik, Bill	Traffic Safety Specialist	Nebraska Office of Highway Safety	TRCC
Leavitt, Lt. Jay	Lieutenant	Omaha Police Department	Citation/Adjudication
Letcher, Paul	Traffic Safety Specialist	Nebraska Office of Highway Safety	NOHS
Medinger, Sue	Administrator	Department of Health and Human Services	EMS/Injury Surveillance
Newman, Ian	Professor, Education Psychology	University of Nebraska - Lincoln	Injury Surveillance
Newmyer, Ashley	Epidemiology Surveillance Coordinator	Department of Health and Human Services	Injury Surveillance
Ngochoch, Andrew	Student Intern, Public Health	Department of Health and Human Services	Statewide Trauma Registrar
O'Rourke, Sara	Vehicle Driver License Services Administrator	Nebraska Department of Motor Vehicles	Driver/Vehicle
Osborn, Mark	Engineer V, Materials & Research	Nebraska Department of Roads	Roadway
Overton, Michael	IT Manager I, Information Services	Nebraska Crime Commission	Citation/ Adjudication
Owings, Sean	IT Business Systems Analyst/Coordinator	Nebraska Department of Roads	Crash
Perry, John	Safety/ITS Engineer	Federal Highway Administration	Roadway
Podany, Diane	State Program Manager	Federal Highway Administration	Roadway
Qu, Ming	Administrator	Department of Health and Human Services	Injury Surveillance
Reynolds, Sim	Traffic Safety Specialist	Nebraska Office of Highway Safety	Traffic Safety Specialist
Rice, Brad	Colonel	Nebraska State Patrol	Citation/ Adjudication
Rowoldt, Steve	Deputy Probation Administrator	Nebraska Supreme Court - Probation	Citation/ Adjudication
Rutledge, Sue	Drug Technician Coordinator	Nebraska Supreme Court - Court Services	Citation/ Adjudication
Safranek, Tom	Medical Epidemiologist	Department of Health and Human Services	Injury Surveillance
Shell, Duane	Research Professor, Educational Psychology	University of Nebraska - Lincoln	Injury Surveillance
Sherdon, Noelle	Agency Legal Counsel	Nebraska Department of Motor Vehicles	Driver/Vehicle
Sindelar, Trevor	IT Business Systems Analyst	Nebraska Department of Roads	Roadway
Smith, Shane	IT Business Systems Analyst	Nebraska Supreme Court - Court Services	Citation/ Adjudication
Sokolik, Lt. John	Lieutenant	Omaha Police Department	Citation/ Adjudication
Staley, Rick	IT Application Developer/Senior	Nebraska Department of Administrative Services	Crash
Stinson, Becky	Traffic Safety Specialist	Nebraska Office of Highway Safety	NOHS
Tyser, Dave	IT Applications Developer	Nebraska Department of Roads	Roadway
Van Brocklin, Kathy	Financial Responsibility Division Manager	Nebraska Department of Motor Vehicles	Driver/Vehicle
Vierk, Ed	Assistant Attorney General	Attorney General's Office	Citation/Adjudication
Waddle, Dan	Engineer VII	Nebraska Department of Roads	Roadway
Wagner, Sheriff Terry	Sheriff	Lancaster County Sheriff's Office	Citation/ Adjudication
Wilbers, Cody	Traffic Engineer	Federal Highway Administration	Roadway
Wilson, Tim	Program Manager II	Department of Health and Human Services	EMS/Injury Surveillance
Wolfe, Lisa	Administrative Assistant I	Nebraska Department of Motor Vehicles	Driver/Vehicle
Zwonechek, Fred	Administrator	Nebraska Office of Highway Safety	Administrator

## **Nebraska Traffic Safety Information System Strategic Plan**

Attached copy of “Nebraska Traffic Safety Information System Strategic Plan – FY2015 – FY2019” prepared by Nebraska’s Traffic Records Coordination Committee. See Appendices A, Page 129

**Documentation of Progress**  
**Nebraska Crash Records System Update**  
**MAP-21 SECTION 405c**  
**INTERIM PROGRESS REPORTING IN FY 2016**

State: Nebraska Report Date: 3/23/2016 Submitted by: Fred Zwonechek

System to be Impacted	<u> X </u> CRASH <u> </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY <u> </u> CITATION/ADJUDICATION <u> </u> EMS/INJURY
Performance Area(s) to be Impacted	<u> </u> ACCURACY <u> X </u> TIMELINESS <u> </u> COMPLETENESS <u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION
Performance Measure used to track Improvement (s)	Narrative Description of the Measure  Increase the amount of auto-indexed reports into NDOR's database from 56% (2014) to 80% within three years. Two additional goals: 1) to increase the overall accuracy rate of PARs to less than 5% returned for errors, currently 37% and 2) to reduce, or completely eliminate, the manual handling and scanning of PARs.
Is project included in the Strategic Plan?	Yes  If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY17 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - Yes  Same Measure as FY15 - No  If yes, is the State using the same data set, with the same time period to demonstrate progress? No
Improvement (s) Achieved or Anticipated	Narrative of the Improvement(s)  As vehicle crash records become more important in highway safety agency's decisions there has become a greater need to speed up the vehicle crash reporting process, while at the same time increasing the overall accuracy of the reported vehicle crash data. Nebraska has traditionally had a paper-based crash records system and has been actively transitioning over to an electronic reporting process. Currently, Nebraska Department of Roads (NDOR) offers a free web-based vehicle crash reporting system, but the Omaha Police Department (OPD) made the business decision to pursue another reporting system that better aligns itself to the needs of their organization; this system, PortalOne, is a system created by FATPOT, a Utah company. While PortalOne does allow for the collection of vehicle crash information via an electronic process, the system does lack the necessary capabilities to electronically transmit the collected data and images to NDOR. This lack of functionality required OPD to print off the Police Accident Reports (PAR) and mail the paperwork in to finalize the reporting process. These mailed in PARs were then manually keyed in by NDOR's data entry staff, thus increasing the potential of data errors and adding several days to the entry process; this increases the overall statewide crash date to indexing date average. Indexing is the process of keying in the critical data needed to search and retrieve a report – crash date, county, occupant names, and injury severity -, all other data is entered into the database via the next step, the data entry process.  Nebraska Revised Statute 60-695 requires any peace officer who investigates any traffic crash in the performance of his or her official duties in all instances of a crash resulting in injury or death to any person or in which estimated damage exceeds one thousand dollars to the property of any one person

	<p>to submit an original report of such investigation to the Accident Records Bureau of the Department of Roads within ten days after each such crash. Since the OPD PAR reporting process still relied on the US mail, this 10 day mandate to report a vehicle crash to NDOR was routinely being exceeded. NDOR, in cooperation with OPD, contracted with FATPOT to map OPD's crash reports to NDOR's XSD 2.0 electronic reporting process.</p> <p>These goals were achieved by mapping the PortalOne system to NDOR's XSD 2.0 electronic transmittal process. The images and data are electronically transmitted to NDOR's Highway Safety – Accident Records Section's vehicle crash database automatically. This has eliminated the need to process mail, scan images, and manually index and enter the reports into the database. The accuracy has further been improved by implementing a three level automated validation process: First, the investigative officer has to enter basic report filing criteria before it can be transmitted to the state. Second, the incoming reports have to pass an incoming XSD validation process. Lastly, a field by field validation is done during the data upload process to insure proper data types have been entered. Any report that does not pass any of these three validation stages are "kicked back" to the sender for corrections and must be retransmitted and revalidated.</p>
<p><b>Specification of how the Measure is calculated / estimated</b></p>	<p><b>Narrative Description of Calculation / Estimation Method</b>  Upon finalization of the baseline data and study period data, a calculation will be performed to determine the total number of PARs received. The Indexed date will then be subtracted from the crash date to determine the amount of days from date of crash to index date, the average of this date will then be subtracted from the baseline date to produce the final improvement days number.</p>
<p><b>Date and Baseline Value for the Measure</b>  (A contiguous, 12 month performance period starting no earlier than April 1, 2014)</p>	<p>Before this project 53.29% of PARs were being filled out on paper and mailed once a week to the Nebraska Department of Roads. The number of days taken to receive and index paper crash reports during the baseline reporting period was just over 7 days. Total PARs received during baseline period - 48,116.</p> <p><u>Baseline: 4/1/14 – 3/31/15</u>  Average number of days to receive and index statewide crash reports = 7.07 days.</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, 2015)</p>	<p>Since the completion of this project the number of electronic submitted investigator reports statewide has increased from 46.71% to 78.37%. This has reduced the number of days between the submittal of Investigator reports and being indexed into NDOR's imaging system from an average of 7.07 days from date of accident to 5.01 days. The target goal was 5 days or less. This new electronic submission capability has resulted in a vast improvement in the NDOR's database in terms of the number of days required to receive and index the reports. Total PAR's received during study period - 49,967.</p> <p><u>Study Period: 4/1/15 – 3/31/16</u>  Average number of days to receive and index statewide crash reports = 5.01 days.  An improvement of <u>2.06 days</u></p> <p><b>Is supporting documentation attached? Yes</b></p>

	<table border="1" data-bbox="505 222 1292 443"> <thead> <tr> <th data-bbox="505 222 1078 306">Nebraska crash reports received and indexed into database from date of crash:</th> <th data-bbox="1078 222 1292 306">Avg Days for report</th> </tr> </thead> <tbody> <tr> <td data-bbox="505 306 1078 348">Baseline: 4/1/14 – 3/31/15</td> <td data-bbox="1078 306 1292 348">7.07</td> </tr> <tr> <td data-bbox="505 348 1078 390">Study Period: 4/1/15 – 3/31/16</td> <td data-bbox="1078 348 1292 390">2.06</td> </tr> <tr> <td data-bbox="505 390 1078 443">Improvement</td> <td data-bbox="1078 390 1292 443">70.86%</td> </tr> </tbody> </table> <p data-bbox="386 453 1409 527">Sean Owings, Crash Systems Analyst/Coordinator for the Nebraska Department of Roads provided the above table to the Nebraska Office of Highway Safety for inclusion in the report. The actual data query is massive in size and available for review upon request.</p>	Nebraska crash reports received and indexed into database from date of crash:	Avg Days for report	Baseline: 4/1/14 – 3/31/15	7.07	Study Period: 4/1/15 – 3/31/16	2.06	Improvement	70.86%
Nebraska crash reports received and indexed into database from date of crash:	Avg Days for report								
Baseline: 4/1/14 – 3/31/15	7.07								
Study Period: 4/1/15 – 3/31/16	2.06								
Improvement	70.86%								
<b>Regional Program Manager Conclusion and Comments</b> <b>Review Date:</b> <b>6/20/2016</b>	<p>The project that NE chose to demonstrate progress for section 405c (MAP-21) does indeed indicate an improvement in timeliness of data related to statewide crash report indexing within the statewide database. This improvement can be most attributed to the Omaha Police Departments Police Accident Reports (PAR) being sent electronically. Through the new ability to link OPD's crash reports with NDOR's XSD reporting system has improved the statewide average number of days for indexing by 70.86%; to 2.06 days from a baseline of 7.07 days.</p>								
<b>RA Comments</b> <b>Review Date:</b> <b>6/20/2016</b>	<p>I concur that this project has demonstrated progress in improving timeliness in the State crash file and the supporting documentation verifies the improvement.</p>								

**PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)**

*[Check the box above **only** if applying for this grant.]*

**All States:**

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

**Mid-Range State Only:**

*[Check **one box** below and fill in **all** blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_. Specifically –
- HSP page or attachment # \_\_\_\_\_ describes the authority and basis for operation of the Statewide impaired driving task force;
  - HSP page or attachment # \_\_\_\_\_ contains the list of names, titles and organizations of all task force members;
  - HSP page or attachment # \_\_\_\_\_ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ and continues to use this plan.

**High-Range State Only:**

*[Check **one box** below and fill in **all** blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_. Specifically, –
- HSP page or attachment # \_\_\_\_\_ describes the authority and basis for operation of the Statewide impaired driving task force;
  - HSP page or attachment # \_\_\_\_\_ contains the list of names, titles and organizations of all task force members;
  - HSP page or attachment # \_\_\_\_\_ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
  - HSP page or attachment # \_\_\_\_\_ addresses any related recommendations from the assessment of the State's impaired driving program;
  - HSP page or attachment # \_\_\_\_\_ contains the detailed project list for spending grant funds;

**HSP Attachment # Part 3.2**  
**Impaired Driving Countermeasures Grant**  
**(23 CFR § 1300.23)**

**Nebraska Impaired Driving Low-Range State**

**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 (FY2015) continues to maintain aggregate expenditures from all State and local sources for programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as was the requirement at the time of submission under MAP 21. On March 14, 2016, NOHS submitted the State's FY2015 MOE, as required, to NHTSA. On April 5, 2016, the Nebraska FY2015 MOE Summary Calculations were accepted by NHTSA.

**How FY2017 Grant Funds will be used:**

- 1) Support for DRE, ARIDE, and SFST law enforcement training
- 2) Alcohol Preliminary and Evidence Breath Testing Equipment
- 3) In-car patrol vehicle camera systems
- 4) Environmental Strategies Targeting Underage Drinking
- 5) Special Alcohol/Impaired Driving Enforcement Initiatives
- 6) Special Felony Motor Vehicle Prosecution Unit
- 7) 24/7 Sobriety Program
- 8) Impaired Driving Public Information and Education Initiatives
- 9) Judicial Impaired Driving Related Training
- 10) Alcohol Licensee Owner/Manager/Server/Seller Training
- 11) Reduce High-Risk Drinking/Underage/Binge Drinking

**✓ PART 6\*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)**

(\* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

[Check the box above **only** if applying for this grant.]

[Fill in **all** blanks under the checked box.]

**Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State’s driver’s license examination in HSP page or attachment # \_\_\_\_\_.
- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving: \_\_\_\_\_  
\_\_\_\_\_;
- Definition of covered wireless communication devices: \_\_\_\_\_  
\_\_\_\_\_;
- Minimum fine of at least \$25 for an offense: \_\_\_\_\_  
\_\_\_\_\_;
- Exemptions from texting ban: \_\_\_\_\_  
\_\_\_\_\_.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving: \_\_\_\_\_  
\_\_\_\_\_;
- Definition of covered wireless communication devices: \_\_\_\_\_  
\_\_\_\_\_;
- Minimum fine of at least \$25 for an offense: \_\_\_\_\_  
\_\_\_\_\_;
- Exemptions from youth cell phone use ban: \_\_\_\_\_  
\_\_\_\_\_.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

**Special Distracted Driving Grant for Fiscal Year 2017**

- The State's basic text messaging statute applying to drivers of all ages was enacted on 07/13/2010 and last amended on 03/28/2014, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Basic text messaging statute: 60-6,179.01 and 60-4,168(10)(i);
  - Primary or secondary enforcement: Secondary 60-6.179.01(4)
- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

**HSP Attachment # Part 6\***  
**Distracted Driving Grant**  
**(23 CFR § 1300.24)**

**Special Distracted Driving Grant for Fiscal Year 2017**

**60-6,179.01. Use of handheld wireless communication device; prohibited acts; enforcement; violation; penalty.**

(1) This section does not apply to an operator of a commercial motor vehicle if section 60-6,179.02 applies.

(2) Except as otherwise provided in subsection (3) of this section, no person shall use a handheld wireless communication device to read a written communication, manually type a written communication, or send a written communication while operating a motor vehicle which is in motion.

(3) The prohibition in subsection (2) of this section does not apply to:

(a) A person performing his or her official duties as a law enforcement officer, a firefighter, an ambulance driver, or an emergency medical technician; or

(b) A person operating a motor vehicle in an emergency situation.

(4) Enforcement of this section by state or local law enforcement agencies shall be accomplished only as a secondary action when a driver of a motor vehicle has been cited or charged with a traffic violation or some other offense.

(5) Any person who violates this section shall be guilty of a traffic infraction. Any person who is found guilty of a traffic infraction under this section shall be assessed points on his or her motor vehicle operator's license pursuant to section 60-4,182 and shall be fined:

(a) Two hundred dollars for the first offense;

(b) Three hundred dollars for a second offense; and

(c) Five hundred dollars for a third and subsequent offense.

(6) For purposes of this section:

(a) Commercial motor vehicle has the same meaning as in section 75-362;

(b)(i) Handheld wireless communication device means any device that provides for written communication between two or more parties and is capable of receiving, displaying, or transmitting written communication.

(ii) Handheld wireless communication device includes, but is not limited to, a mobile or cellular telephone, a text messaging device, a personal digital assistant, a pager, or a laptop computer.

(iii) Handheld wireless communication device does not include an electronic device that is part of the motor vehicle or permanently attached to the motor vehicle or a handsfree wireless communication device; and

(c) Written communication includes, but is not limited to, a text message, an instant message, electronic mail, and Internet web sites.

**60-4,168. Disqualification; when.**

(1) Except as provided in subsections (2) and (3) of this section, a person shall be disqualified from operating a commercial motor vehicle for one year upon his or her first conviction, after April 1, 1992, in this or any other state for:

(a) Operating a commercial motor vehicle in violation of section 60-6,196 or 60-6,197 or under the influence of a controlled substance or, beginning September 30, 2005, operating any motor vehicle in violation of section 60-6,196 or 60-6,197 or under the influence of a controlled substance;

(b) Operating a commercial motor vehicle in violation of section 60-4,163 or 60-4,164;

(c) Leaving the scene of an accident involving a commercial motor vehicle operated by the person or, beginning September 30, 2005, leaving the scene of an accident involving any motor vehicle operated by the person;

(d) Using a commercial motor vehicle in the commission of a felony other than a felony described in subdivision (3)(b) of this section or, beginning September 30, 2005, using any motor vehicle in the commission of a felony other than a felony described in subdivision (3)(b) of this section;

(e) Beginning September 30, 2005, operating a commercial motor vehicle after his or her commercial driver's license has been suspended, revoked, or canceled or the driver is disqualified from operating a commercial motor vehicle; or

(f) Beginning September 30, 2005, causing a fatality through the negligent or criminal operation of a commercial motor vehicle.

(2) Except as provided in subsection (3) of this section, if any of the offenses described in subsection (1) of this section occurred while a person was transporting hazardous material in a commercial motor vehicle which required placarding pursuant to section 75-364, the person shall, upon conviction or administrative determination, be disqualified from operating a commercial motor vehicle for three years.

(3) A person shall be disqualified from operating a commercial motor vehicle for life if, after April 1, 1992, he or she:

(a) Is convicted of or administratively determined to have committed a second or subsequent violation of any of the offenses described in subsection (1) of this section or any combination of those offenses arising from two or more separate incidents; or

(b) Beginning September 30, 2005, used a commercial motor vehicle in the commission of a felony involving the manufacturing, distributing, or dispensing of a controlled substance.

(4)(a) A person is disqualified from operating a commercial motor vehicle for a period of not less than sixty days if he or she is convicted in this or any other state of two serious traffic violations, or not less than one hundred twenty days if he or she is convicted in this or any other state of three serious traffic violations, arising from separate incidents occurring within a three-year period while operating a commercial motor vehicle.

(b) A person is disqualified from operating a commercial motor vehicle for a period of not less than sixty days if he or she is convicted in this or any other state of two serious traffic violations, or not less than one hundred twenty days if he or she is convicted in this or any other state of three serious traffic violations, arising from separate incidents occurring within a three-year period while operating a motor vehicle other than a commercial motor vehicle if the convictions have resulted in the revocation, cancellation, or suspension of the person's operator's license or driving privileges.

(5)(a) A person who is convicted of operating a commercial motor vehicle in violation of a federal, state, or local law or regulation pertaining to one of the following six offenses at a highway-rail grade crossing shall be disqualified for the period of time specified in subdivision (5)(b) of this section:

(i) For drivers who are not required to always stop, failing to slow down and check that the tracks are clear of an approaching train;

(ii) For drivers who are not required to always stop, failing to stop before reaching the crossing, if the tracks are not clear;

(iii) For drivers who are always required to stop, failing to stop before driving onto the crossing;

(iv) For all drivers, failing to have sufficient space to drive completely through the crossing without stopping;

(v) For all drivers, failing to obey a traffic control device or the directions of an enforcement official at the crossing; or

(vi) For all drivers, failing to negotiate a crossing because of insufficient undercarriage clearance.

(b)(i) A person shall be disqualified for not less than sixty days if the person is convicted of a first violation described in this subsection.

(ii) A person shall be disqualified for not less than one hundred twenty days if, during any three-year period, the person is convicted of a second violation described in this subsection in separate incidents.

(iii) A person shall be disqualified for not less than one year if, during any three-year period, the person is convicted of a third or subsequent violation described in this subsection in separate incidents.

(6) This subsection applies beginning July 8, 2015. A person shall be disqualified from operating a commercial motor vehicle for at least one year if, on or after July 8, 2015, the person has been convicted of fraud related to the issuance of his or her CLP-commercial learner's permit or commercial driver's license.

(7) This subsection applies beginning July 8, 2015. If the department receives credible information that a CLP-commercial learner's permit holder or a commercial driver's license holder is suspected, but has not been convicted, on or after July 8, 2015, of fraud related to the issuance of his or her CLP-commercial learner's permit or commercial driver's license, the department must require the driver to retake the skills and knowledge tests. Within thirty days after receiving notification from the department that retesting is necessary, the affected CLP-commercial learner's permit holder or commercial driver's license holder must make an appointment or otherwise schedule to take the next available test. If the CLP-commercial learner's permit holder or commercial driver's license holder fails to make an appointment within thirty days, the department must disqualify his or her CLP-commercial learner's permit or commercial driver's license. If the driver fails either the knowledge or skills test or does not take the test, the department must disqualify his or her CLP-commercial learner's permit or commercial driver's license. If the holder of a CLP-commercial learner's permit or commercial driver's license has had his or her CLP-commercial learner's permit or commercial driver's license disqualified, he or she must reapply for a CLP-commercial learner's permit or commercial driver's license under department procedures applicable to all applicants for a CLP-commercial learner's permit or commercial driver's license.

(8) For purposes of this section, controlled substance has the same meaning as in section 28-401.

(9) For purposes of this section, conviction means an unvacated adjudication of guilt, or a determination that a person has violated or failed to comply with the law, in a court of original jurisdiction or by an

authorized administrative tribunal, an unvacated forfeiture of bail or collateral deposited to secure the person's appearance in court, a plea of guilty or nolo contendere accepted by the court, the payment of a fine or court costs, or a violation of a condition of release without bail, regardless of whether or not the penalty is rebated, suspended, or probated.

(10) For purposes of this section, serious traffic violation means:

- (a) Speeding at or in excess of fifteen miles per hour over the legally posted speed limit;
- (b) Willful reckless driving as described in section 60-6,214 or reckless driving as described in section 60-6,213;
- (c) Improper lane change as described in section 60-6,139;
- (d) Following the vehicle ahead too closely as described in section 60-6,140;
- (e) A violation of any law or ordinance related to motor vehicle traffic control, other than parking violations or overweight or vehicle defect violations, arising in connection with an accident or collision resulting in death to any person;
- (f) Beginning September 30, 2005, operating a commercial motor vehicle without a commercial driver's license;
- (g) Beginning September 30, 2005, operating a commercial motor vehicle without a commercial driver's license in the operator's possession;
- (h) Beginning September 30, 2005, operating a commercial motor vehicle without the proper class of commercial driver's license and any endorsements, if required, for the specific vehicle group being operated or for the passengers or type of cargo being transported on the vehicle;
- (i) Beginning October 27, 2013, texting while driving as described in section 60-6,179.02; and
- (j) Using a handheld mobile telephone as described in section 60-6,179.02.



\_\_\_\_\_.

- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # [Part 7.1, Page 119](#).
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # [Part 7.1, page 119 to 120](#).

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # [Part 7.1, page 119](#).
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # [Part 7.1, page 119 to 120](#).
- The State law or regulation defines impairment. Legal citation(s): [Part 7.1, Page 121 - 122](#)  
[Neb. Rev. Stat. 80-8, 196 and 80-8,197](#).

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation defines impairment. Legal citation(s): \_\_\_\_\_.

Use of fees collected from motorcyclists for motorcycle programs: [Check one box below and fill in any blanks under the checked box.]

- Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** \_\_\_\_\_  
**AND**
- The State's law appropriating funds for FY \_\_\_\_\_ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** \_\_\_\_\_.

Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # \_\_\_\_\_.

## **HSP Attachment # Part 7.1 Motorcycle Safety Grant (23 CFR § 1200.25)**

### **Motorcycle Rider Training Course**

**Official State Document** - established that the Nebraska Department of Motor Vehicles is the designated State authority over motorcycle safety issues.

#### **Nebraska Revised Statutes 60-2120**

**60-2120.** Act, how cited. Sections **60-2120** to 60-2139 shall be known and may be cited as the Motorcycle Safety Education Act.

#### **60-2121. Terms, defined.**

For purposes of the Motorcycle Safety Education Act, unless the context otherwise requires:

- (1) Department means the Department of Motor Vehicles;
- (2) Director means the Director of Motor Vehicles;
- (3) Driving course means a driving pattern used to aid students in learning the skills needed to safely operate a motorcycle as part of a motorcycle safety course;
- (4) Motorcycle safety course means a curriculum of study which has been approved by the department designed to teach drivers the skills and knowledge to safely operate a motorcycle;
- (5) Motorcycle safety instructor means any person who has successfully passed a motorcycle safety instructor's course curriculum and is certified by the department to teach a motorcycle safety course; and
- (6) Motorcycle trainer means a person who is qualified and certified by the department to teach another person to become a certified motorcycle safety instructor in this state.

### **State Document Designating Authority Approving Training Curriculum**

#### **60-2125. Motorcycle safety courses; requirements.**

(1) The department may adopt and promulgate rules and regulations establishing minimum requirements for both basic and advanced motorcycle safety courses. The courses shall be designed to develop, instill, and improve the knowledge and skills necessary for safe operation of a motorcycle.

(2) The motorcycle safety courses shall be designed to teach either a novice motorcycle rider knowledge and basic riding skills or to refresh the knowledge and riding skills of motorcycle rider's necessary for the safe and legal operation of a motorcycle on the highways of this state. Every motorcycle safety course shall be conducted at a site with room for a driving course designed to allow motorcycle riders to practice the knowledge and skills necessary for safe motorcycle operation.

### **State Document Regarding Instructor Certification and Course Quality Control**

#### **60-2126. Motorcycle safety course; approval by director; application; contents; certified motorcycle safety instructor required; fee; course audits.**

(1) A school, business, or organization may apply to the department to provide a motorcycle safety course or courses in this state. Prospective providers of such course or courses shall submit an application for approval of such course or courses to the director. The application shall include a list of instructors of the course or courses. Such instructors shall be or shall become motorcycle safety

instructors certified by the department prior to teaching any motorcycle safety course in this state. Applications for certification of motorcycle safety instructors may be included along with an application for approval of a motorcycle safety course or courses. The director shall approve such course if it meets the requirements set forth by the department by rule and regulation and will be taught by a certified motorcycle safety instructor or instructors.

(2) The application for certification or renewal of a certification of each motorcycle safety course shall be accompanied by a fee of one hundred dollars. The fee shall be remitted to the State Treasurer for credit to the Department of Motor Vehicles Cash Fund. Motorcycle safety course certification shall expire two years from the date of the director's certification.

(3) Motorcycle safety courses shall be subject to audits by the department to assure compliance with the Motorcycle Safety Education Act and rules and regulations of the department.

**60-2127. Motorcycle safety instructors; certificate; requirements; renewal; person certified by another state; how treated.**

(1) The director may adopt and promulgate rules and regulations establishing minimum standards, skills' qualifications, and education requirements for motorcycle safety instructors. The director shall issue or renew a certificate in the manner and form prescribed by the director to motorcycle safety instructor applicants who meet such requirements. A motorcycle safety instructor certificate shall expire two years after the date of issuance. To renew a certificate, a person shall submit an application demonstrating compliance with rules and regulations of the department.

(2) If the certification requirements are comparable to the requirements in this state, a person currently certified as a motorcycle safety instructor by another state or recognized accrediting organization may be issued a motorcycle safety instructor's certificate by the department without having to take the course established in section 60-2128.

(3) A person who holds a valid, unexpired permit issued by the department to be a motorcycle safety instructor before January 1, 2012, shall be recognized as a certified motorcycle safety instructor until January 1, 2014, or until the expiration date of such permit, whichever is earlier. At that time the permit holder may apply for and become a certified motorcycle safety instructor to teach a motorcycle safety class in this state as provided in rules and regulations of the department.

**60-2128. Motorcycle safety instructor preparation course; department; duties.**

The department may adopt and promulgate rules and regulations developing a motorcycle safety instructor preparation course which shall be taught by motorcycle trainers. Such course shall insure that the motorcycle safety instructor who successfully passes the course is familiar with the material included in the particular motorcycle safety course which such motorcycle safety instructor will be teaching.

**60-2129. Motorcycle trainers; requirements; certificates; person certified by another state; how treated.**

(1) The director may adopt and promulgate rules and regulations establishing minimum education requirements for motorcycle trainers. The director shall issue certificates in the manner and form prescribed by the director to no more than two motorcycle trainers who meet the minimum education, skill, and experience requirements. The department may reimburse documented expenses incurred by a person in connection with taking and successfully passing an educational course to become a motorcycle trainer, as provided in sections 81-1174 to 81-1177, when there are less than two motorcycle trainers working in this state. In return for the reimbursement of such documented expenses, motorcycle trainers shall teach the motorcycle safety instructor preparation course as assigned by the director.

(2) If the certification requirements are comparable to the requirements in this state, a person currently certified as a motorcycle trainer by another state or recognized accrediting organization may be issued a motorcycle trainer's certificate by the department without having to receive the training required by this section.

(3) A person who holds a valid, unexpired permit issued by the department to be a chief instructor for motorcycle safety before January 1, 2012, shall be recognized as a motorcycle trainer until January 1, 2014, or until the expiration date of such permit, whichever is earlier. At that time the permit holder may apply for and be recertified as a motorcycle trainer to teach a motorcycle safety instructor preparation class in this state as provided in rules and regulations of the department.

### **60-2139. Rules and Regulations.**

The director may adopt and promulgate such rules and regulations for the administration and enforcement of the Motorcycle Safety Education Act as are necessary. In adopting such rules and regulations, the director shall comply with the Administrative Procedure Act.

### **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. This course provides for a minimum of 14 hours of motorcycle instruction with at least 4 hours of classroom instruction and at least 10 hours of actual range time riding motorcycles. The course integrates the classroom instruction and the range driving such that following classroom instruction, the concepts are applied to and practiced on the range. The basic course includes the following topics:

- Location of the controls and pre-ride procedures.
- Balance and control of the motorcycle.
- Riding skills and evasive maneuvers.
- Safety equipment and procedures.
- Effects of alcohol and drugs while operating a motorcycle.

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 Nebraska Office of Highway (NOHS) partners with the DMV and provides funding support for training motorcycle safety instructors and for annual instructor training updates. In addition, the NOHS 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 NOHS 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 NOHS 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 County Motorcycle Rider Training – July 2015 – June 2016

County	Year	Course Schedule									
<b>Adams County - Central Community College - Hastings</b>											
Adams	2015	8/15-16	9/19-20								
Adams	2016	4/2-3	4/16-17	4/30-5/1	5/14-15	5/21-22	6/4-5	6/25-26			
<b>Buffalo County - Nebraska Safety Center – University of Nebraska - Kearney</b>											
Buffalo	2015	7/11-12	7/18-19	8/1-2	8/15-16	9/12-13	9/26-27	10/3-4			
Buffalo	2016	4/16-17	4/23-24	5/7-8	5/21-22	6/4-5	6/25-26				
<b>Dakota County - Western Nebraska Motorcycle Training, LLC</b>											
Dakota	2015	7/10	7/17	7/24	7/31	8/21	8/28	9/18			
Dakota	2016	4/2-3	4/9-10	4/16-17	4/23-24	4/30-5/1	5/7-8	5/14-15	5/21-22	5/28-29	
		6/4-5	6/11-12	6/18-19	6/25-26						
<b>Douglas County - Dillon Brothers Harley-Davidson - Omaha</b>											
Douglas	2015	7/7-12	7/14-16	7/21-26	7/28-30	7/28-8/2	8/4-9	8/11-13	8/11-16	8/18-23	
		9/1-3	9/1-6	9/8-13	9/15-17	9/15-20	9/22-27	9/29-10/4	10/6-11		
Douglas	2016	3/29-4/3	4/5-10	5/10-15	5/31-6/2	5/31-6/5	6/7-12	6/14-16	6/14-19	6/21-26	
		6/28-30	6/28-7/3								
<b>Douglas County - National Safety Council - Omaha</b>											
Douglas	2015	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	9/11-13	
		9/18-20	9/25-27								
Douglas	2016	4/8-10	4/15-17	4/22-24	5/6-8	5/13-15	5/20-22	6/3-5	6/10-12	6/17-19	
		6/24-26									
<b>Lancaster County – Frontier Harley-Davidson - Lincoln</b>											
Lancaster	2016	4/12-17	4/26-28	5/3-8	5/10-12	5/17-22	5/24-26	5/31-6/5	6/7-9	6/7-12	
<b>Lancaster County - Nebraska Safety Council - Lincoln</b>											
Lancaster	2015	7/10-12	7/17-19	7/24-26	8/7-9	8/21-23	9/11-13	9/25-27	10/2-4		
Lancaster	2016	4/1-3	4/8-10	4/22-24	4/29-5/1	5/13-15	5/20-22	6/3-5	6/10-12	6/24-26	
<b>Lancaster County - Southeast Community College - Lincoln</b>											
Lancaster	2015	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	9/11-13	
		9/18-20	9/25-27	10/2-4	10/9-11						
Lancaster	2016	3/25-27	4/1-3	4/8-10	4/15-17	4/22-24	4/29-5/1	5/6-8	5/13-15	5/20-22	
		6/3-5	6/10-12	6/17-19	6/24-26						
<b>Madison County - Northeast Community College - Norfolk</b>											
Madison	2015	7/10-12	7/24-26	8/7-9	8/21-23	9/11-13	9/25-27				
Madison	2016	4/15-17	4/29-5/1	5/20-22	6/3-5	6/10-12					
<b>Sarpy County - Motorcycle Safety Program Sarpy County Sheriff's Office – Papillion/Bellevue</b>											
Sarpy	2015	7/11-12	7/17-19	7/18-19	7/24-26	7/25-26	7/31-8/2	8/14-16	8/21-23	8/28-30	
		9/11-13	9/18-20	9/19-20	9/25-27	9/26-27	10/2-4	10/3-4	10/10-11		
Sarpy	2016	4/8-10	4/9-10	4/15-17	4/16-17	5/6-8	5/13-15	5/14-15	5/20-22	5/21-22	
		6/3-5	6/4-5	6/10-12	6/11-12	6/17-19	6/18-19	6/24-26	6/25-26		

## Nebraska Motorcycle Safety Education Course Sponsors

As of April 2016

Area	Name	Address	City/Town
Adams County Hastings, NE	<b>Central Community College Hastings Campus</b>	550 S. Technical Blvd, East Hwy 6,	Hastings, NE 68901
Buffalo County Kearney, NE	<b>Nebraska Safety Center – University of Nebraska - Kearney</b>	227E West Center Building UNK Campus	Kearney, NE 68849
Dakota County Northeast Nebraska	<b>Western Iowa Tech Community College</b>	Box 5199	Sioux City, IA 51102-5199
Douglas County Omaha, NE	<b>Dillon Brothers Harley-Davidson</b>	3838 N. HWS Cleveland Blvd	Omaha, NE 68116
Douglas County Omaha, NE	<b>National Safety Council, Nebraska</b>	11620 M Circle	Omaha, NE 68137-2231
Lancaster County Lincoln, NE	<b>Frontier Harley Davidson</b>	205 NW 40 <sup>th</sup> St.	Lincoln, NE 68528
Lancaster County Lincoln, NE	<b>Nebraska Safety Council</b>	3243 Cornhusker Hwy, Suite A10	Lincoln, NE 68504
Lancaster County Lincoln, NE	<b>Southeast Community College Lincoln Campus</b>	8800 O St.	Lincoln, NE 68520
Madison County Norfolk, NE	<b>Northeast Community College Norfolk Campus</b>	801 E. Benjamin Ave	Norfolk, NE 68702-0469
Sarpy County Bellevue/Papillion, NE	<b>Nebraska Motorcycle Safety Training Division of Sarpy County Safety Program</b>	8335 Platteview Rd.	Papillion, NE 68046

## Nebraska 2016 Motorcycle Registration Numbers

According to the most recent available motorcycle registration numbers from the Nebraska Department of Motor Vehicles, there were 59,153 registered motorcycles in the 93 Nebraska counties.

Rider training courses were offered in the following Nebraska counties between July 2015 and June 2016: Adams, Buffalo, Dakota, Douglas, Lancaster, Madison, and Sarpy. In order to serve resident riders in the South Sioux City/Dakota County who are members of the Siouxland Interstate Metropolitan Planning Council (SIMPCO) area in far northeast Nebraska, Nebraska certified instructors provide training to Nebraska residents at the Western Iowa Tech Community College range location immediately across the Missouri River in Sioux City, Iowa.

The seven Nebraska county locations of course offerings have a total of 29,919 (50.6%) of the state's registered motorcycles which includes Dakota County. We believe as a member of SIMPCO, the Dakota County registration numbers should also be taken into account.

## Nebraska Motorcycle Registrations By County

**Nebraska Department of Motor Vehicles  
Nebraska 2016 Motorcycle Registrations By County**

<b>*Adams</b>	<b>1,237</b>	Deuel	101	Johnson	150	Red Willow	564
Antelope	361	Dixon	200	Kearney	318	Richardson	348
Arthur	11	Dodge	1,420	Keith	318	Rock	57
Banner	27	<b>*Douglas</b>	<b>11,684</b>	Keya Paha	25	Saline	375
Blaine	15	Dundy	77	Kimball	149	<b>*Sarpy</b>	5,294
Boone	255	Fillmore	249	Knox	322	Saunders	876
Box Butte	778	Franklin	112	<b>*Lancaster</b>	7,883	Scotts Bluff	1,776
Boyd	117	Frontier	109	Lincoln	1,729	Seward	628
Brown	104	Furnas	236	Logan	24	Sheridan	213
<b>*Buffalo</b>	<b>1,813</b>	Gage	653	Loup	19	Sherman	96
Burt	384	Garden	76	<b>*Madison</b>	1,412	Sioux	36
Butler	328	Garfield	62	McPherson	13	Stanton	304
Cass	1,171	Gosper	78	Merrick	313	Thayer	169
Cedar	301	Grant	20	Morrill	227	Thomas	23
Chase	184	Greeley	88	Nance	167	Thurston	144
Cherry	205	Hall	1,997	Nemaha	316	Valley	150
Cheyenne	493	Hamilton	426	Nuckolls	159	Washington	858
Clay	280	Harlan	203	Otoe	615	Wayne	234
Colfax	306	Hayes	21	Pawnee	100	Webster	125
Cuming	306	Hitchcock	150	Perkins	98	Wheeler	33
Custer	473	Holt	402	Phelps	441	York	560
<b>*Dakota</b>	<b>596</b>	Hooker	18	Pierce	398	<b>Total</b>	<b>59,153</b>
Dawes	393	Howard	225	Platte	1,120	<b>*Counties</b>	<b>29,919</b>
Dawson	717	Jefferson	326	Polk	186	<b>% of Total</b>	<b>50.6%</b>

Source: Nebraska Department of Motor Vehicles Motorcycle Registrations per County Data 3/31/2016

\*Denotes Counties where Motorcycle Training Courses were held during the previous 12 months.

## Motorcycle Reduction of Fatalities and Crashes Involving Motorcycles

Nebraska	2012	2013
Motorcycle Fatalities	22	14
Registered Motorcycles	52,853	56,224
Fatalities involving a motorcycle rider with BAC=.08+	6	3
Reported Motorcycle Crashes	588	550
Crash Rate Per 10,000 Registered Motorcycles	110.9	98.2

### Sources:

Motorcycle Fatalities – FARS

Fatalities involving a motorcycle rider with BAC=.08+- FARS

Registered Motorcyclist – FHWA

Reported Motorcycle Crashes - Nebraska Standard Accident Summary Report

Nebraska Methods for Collecting and Analyzing Crash Data – In accordance with Nebraska Revised Statute 60-695, it shall be the duty of any peace officer who investigates any traffic accident in the performance of his or her official duties in all instances of an accident resulting in injury or death to any person or in which estimated damage exceeds one thousand dollars to the property of any one person to submit an original report of such investigation to the Accident Records Bureau of the Department of Roads within ten days after each such accident. The department shall have authority to collect accident information it deems necessary and shall prescribe and furnish appropriate forms for reporting.

In addition, in accordance with Nebraska Revised Statute 60-699, The operator of any vehicle involved in an accident resulting in injuries or death to any person or damage to the property of any one person, including such operator, to an apparent extent of more than one thousand dollars shall within ten days forward a report of such accident to the Department of Roads. If the operator is physically incapable of making the report, the owner of the motor vehicle involved in the accident shall, within ten days from the time he or she learns of the accident, report the matter in writing to the Department of Roads. The Department of Roads or Department of Motor Vehicles may require operators involved in accidents to file supplemental reports of accidents upon forms furnished by it whenever the original report is insufficient in the opinion of either department. The operator or the owner of the motor vehicle shall make such other and additional reports relating to the accident as either department requires. Such records shall be retained for the period of time specified by the State Records Administrator pursuant to the Records Management Act. The failure by any person to report an accident as provided in this section or to correctly give the information required in connection with the report shall be a Class V misdemeanor.

All of those submitted reports are entered into the state crash data record system where an annual Standard Summary of all motor vehicle crashes involving motorcycles is created. This document includes the total number of all crashes for each year, including totals of multiple types of data related to those crashes.

### Motorcycle Impaired Driving Program Description

According to the 2010 FARS data, Nebraska recorded 14 motorcycle fatalities. Three of the fatalities (21%) involved two motorcyclists with a BAC of .08+ (one fatality was a passenger on one of the motorcycles involved). Only one of the fatalities occurred in the Douglas and Sarpy County area. Of the

two fatal crashes, one occurred at 6:25 p.m. and the other at 2:00 a.m. The two male motorcycle operators were age 36 and 49. Neither crash involved a Harley Davidson motorcycle.

According to the 2011 FARS data, Nebraska recorded 23 motorcycle fatalities with three fatalities (13%) involving motorcyclists with a BAC of .08+. However, according to the fatal motorcycle crash reports submitted to FARS, there were only two single vehicle motorcycle fatal crashes resulting in two fatalities (9%) where a BAC of .08+ was recorded. Those two of the fatalities (9%) occurred in the Douglas and Red Willow County area. Of the two fatal crashes, one occurred at 2:26 p.m. and the other at 11:45 p.m. The two male motorcycle operators were age 46 and 54, one was helmeted and the other was unhelmeted.

According to the 2012 FARS data, Nebraska recorded 22 motorcycle fatalities with four fatalities (18%) involving a motorcyclist with a BAC of .08+. They occurred in Adams, Dawes, Dawson, and Douglas counties. All were males between the ages of 34 and 51. One of the male motorcycle operators (age 45) was unhelmeted and the other three were helmeted. All of the four crashes happened between 7:00 p.m. and 1:17 a.m.

According to the 2013 FARS data, Nebraska recorded 14 motorcycle fatalities with three fatalities (21%) involving a motorcyclist with a BAC of .08+. They occurred in Custer, Cheyenne, and Douglas counties. All were males between the ages of 22 and 30. All of the male motorcycle operators were helmeted. All of the three crashes happened between 1:30 p.m. and 9:45 p.m.

According to the 2014 FARS data, Nebraska recorded 20 motorcycle fatalities with four fatalities (20%) involving a motorcyclist with a BAC of .08+. They occurred in Custer, Douglas, and Lancaster counties. All were males between the ages of 21 and 60. Three males motorcycle operators were helmeted. All of the four crashes happened between 1:35 p.m. and 12:21 a.m.

The NOHS has a comprehensive statewide impaired driving program, with emphasis in the state's 22 priority target counties (those counties with the highest number of fatal and serious injury crashes). A total of 44,938 (76.0%) of the states registered motorcycles are located in these 22 counties. These 22 counties represent 80.9% of the state's populations. A combination of public information and education campaigns with a strong impaired driving enforcement message that supports an aggressive traffic enforcement effort is used.

Enforcement includes, but is not limited to, sobriety check points and saturation patrols. The impaired driving program generally address all drivers of all vehicles, including motorcycles. Impaired motorcycling radio ads (Over the Limit, Under Arrest) with motorcycle sounds were produced by NHTSA and tagged for the NOHS. The NOHS began using paid media to play those ads during the 2010 riding season and each season since.

The NOHS continues to provide materials regarding impaired motorcycle riding detection to the Nebraska Law Enforcement Training Center for use with their impaired driving curriculum. The Nebraska Traffic Safety Resource Prosecutor provides impaired driving information in training for procesutors and judges. Impaired riding information is included in the state's rider training programs. The NOHS distributes the newest NHTSA "The Detection of DWI Motorcyclists" guide (DOT HS 807 856) to law enforcement agencies throughout Nebraska.

The NOHS has been and continues to support the National Safety Council of Nebraska for the "Ride Aware. Drive Aware." motorcycle safety campaign. The campaign has two goals: (1) to raise the awareness of other motorists to watch out for motorcycles, and (2) to encourage safe and sober riding by encouraging special events and sober poker runs in Nebraska.

## Nebraska Legal Citations that Define Impairment

### **60-6,196. Driving under influence of alcoholic liquor or drug; penalties.**

(1) It shall be unlawful for any person to operate or be in the actual physical control of any motor vehicle:

(a) While under the influence of alcoholic liquor or of any drug;

(b) When such person has a concentration of eight-hundredths of one gram or more by weight of alcohol per one hundred milliliters of his or her blood; or

(c) When such person has a concentration of eight-hundredths of one gram or more by weight of alcohol per two hundred ten liters of his or her breath.

(2) Any person who operates or is in the actual physical control of any motor vehicle while in a condition described in subsection (1) of this section shall be guilty of a crime and upon conviction punished as provided in sections 60-6,197.02 to 60-6,197.08.

Source: Laws 1919, c. 190, tit. VII, art. IV, § 32, p. 830; C.S.1922, § 8396; Laws 1925, c. 159, § 13, p. 418; Laws 1927, c. 153, § 1, p. 411; Laws 1929, c. 144, § 1, p. 505; C.S.1929, § 39-1106; Laws 1931, c. 103, § 1, p. 275; Laws 1935, c. 134, § 2, p. 484; Laws 1937, c. 140, § 1, p. 504; C.S.Supp.,1941, § 39-1106; R.S.1943, § 39-727; Laws 1947, c. 148, § 1, p. 408; Laws 1949, c. 116, § 1, p. 310; Laws 1951, c. 118, § 1, p. 528; Laws 1953, c. 135, § 1, p. 422; Laws 1953, c. 214, § 1, p. 755; Laws 1961, c. 186, § 1, p. 574; Laws 1971, LB 948, § 1; Laws 1972, LB 1095, § 1; Laws 1973, LB 290, § 1; R.S.Supp.,1973, § 39-727; Laws 1978, LB 748, § 52; Laws 1980, LB 651, § 1; Laws 1982, LB 568, § 5; Laws 1986, LB 153, § 3; Laws 1987, LB 404, § 1; Laws 1988, LB 377, § 1; Laws 1990, LB 799, § 1; Laws 1992, LB 291, § 4; R.S.Supp.,1992, § 39-669.07; Laws 1993, LB 370, § 292; Laws 1993, LB 564, § 7; Laws 1998, LB 309, § 13; Laws 1999, LB 585, § 5; Laws 2000, LB 1004, § 1; Laws 2001, LB 38, § 47; Laws 2001, LB 166, § 4; Laws 2001, LB 773, § 15; Laws 2003, LB 209, § 11; Laws 2004, LB 208, § 10.

### **60-6,197. Driving under influence of alcoholic liquor or drugs; implied consent to submit to chemical test; when test administered; refusal; advisement; effect; violation; penalty.**

(1) Any person who operates or has in his or her actual physical control a motor vehicle in this state shall be deemed to have given his or her consent to submit to a chemical test or tests of his or her blood, breath, or urine for the purpose of determining the concentration of alcohol or the presence of drugs in such blood, breath, or urine.

(2) Any peace officer who has been duly authorized to make arrests for violations of traffic laws of this state or of ordinances of any city or village may require any person arrested for any offense arising out of acts alleged to have been committed while the person was driving or was in actual physical control of a motor vehicle while under the influence of alcoholic liquor or drugs to submit to a chemical test or tests of his or her blood, breath, or urine for the purpose of determining the concentration of alcohol or the presence of drugs in such blood, breath, or urine when the officer has reasonable grounds to believe that such person was driving or was in the actual physical control of a motor vehicle in this state while under the influence of alcoholic liquor or drugs in violation of section 60-6,196.

(3) Any person arrested as described in subsection (2) of this section may, upon the direction of a peace officer, be required to submit to a chemical test or tests of his or her blood, breath, or urine for a determination of the concentration of alcohol or the presence of drugs. If the chemical test discloses the presence of a concentration of alcohol in violation of subsection (1) of section 60-6,196, the person shall

be subject to the administrative license revocation procedures provided in sections 60-498.01 to 60-498.04 and upon conviction be punished as provided in sections 60-6,197.02 to 60-6,197.08. Any person who refuses to submit to such test or tests required pursuant to this section shall be subject to the administrative license revocation procedures provided in sections 60-498.01 to 60-498.04 and shall be guilty of a crime and upon conviction punished as provided in sections 60-6,197.02 to 60-6,197.08.

(4) Any person involved in a motor vehicle accident in this state may be required to submit to a chemical test or tests of his or her blood, breath, or urine by any peace officer if the officer has reasonable grounds to believe that the person was driving or was in actual physical control of a motor vehicle on a public highway in this state while under the influence of alcoholic liquor or drugs at the time of the accident. A person involved in a motor vehicle accident subject to the implied consent law of this state shall not be deemed to have withdrawn consent to submit to a chemical test of his or her blood, breath, or urine by reason of leaving this state. If the person refuses a test under this section and leaves the state for any reason following an accident, he or she shall remain subject to subsection (3) of this section and sections 60-498.01 to 60-498.04 upon return.

(5) Any person who is required to submit to a chemical blood, breath, or urine test or tests pursuant to this section shall be advised that refusal to submit to such test or tests is a separate crime for which the person may be charged. Failure to provide such advisement shall not affect the admissibility of the chemical test result in any legal proceedings. However, failure to provide such advisement shall negate the state's ability to bring any criminal charges against a refusing party pursuant to this section.

(6) Refusal to submit to a chemical blood, breath, or urine test or tests pursuant to this section shall be admissible evidence in any action for a violation of section 60-6,196 or a city or village ordinance enacted in conformance with such section.

Source: Laws 1959, c. 168, § 1, p. 613; Laws 1961, c. 187, § 2, p. 577; Laws 1963, c. 229, § 1, p. 716; Laws 1971, LB 948, § 2; Laws 1972, LB 1095, § 2; R.S.Supp.,1972, § 39-727.03; Laws 1982, LB 568, § 6; Laws 1986, LB 153, § 4; Laws 1987, LB 404, § 2; Laws 1987, LB 224, § 1; Laws 1988, LB 377, § 2; Laws 1990, LB 799, § 2; Laws 1992, LB 872, § 1; Laws 1992, LB 291, § 5; R.S.Supp.,1992, § 39-669.08; Laws 1993, LB 370, § 293; Laws 1993, LB 564, § 8; Laws 1996, LB 939, § 2; Laws 1998, LB 309, § 14; Laws 1999, LB 585, § 6; Laws 2000, LB 1004, § 2; Laws 2001, LB 38, § 48; Laws 2001, LB 773, § 16; Laws 2003, LB 209, § 12; Laws 2004, LB 208, § 11; Laws 2011, LB667, § 33.

**PART 10: RACIAL PROFILING DATA COLLECTION GRANT (23 CFR § 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- On HSP page or attachment # 10, Page 124, the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway.
- On HSP page or attachment # \_\_\_\_\_, the State will undertake projects during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on a Federal-aid highway.

**HSP Attachment # Part 10**  
**Racial Profiling Data Collection Grant**  
**(23 CFR § 1300.28)**

**Racial Profiling Data Collections (Section 1906, Pub. L. 109-59, as amended by 4011, Pub. L. 114-94)**

Annual statistical data publicly available on the Nebraska Commission on Law Enforcement and Criminal Justice by county and law enforcement agency: <https://ncc.nebraska.gov/traffic-stops-nebraska>

**Nebraska Racial Profiling Nebraska Revised Statutes**

**20-501. Racial profiling; legislative intent.**

Racial profiling is a practice that presents a great danger to the fundamental principles of a democratic society. It is abhorrent and cannot be tolerated. An individual who has been detained or whose vehicle has been stopped by the police for no reason other than the color of his or her skin or his or her apparent nationality or ethnicity is the victim of a discriminatory practice.

Source: Laws 2001, LB 593, § 1; Laws 2013, LB99, § 1.

**20-502. Racial profiling prohibited.**

(1) No member of the Nebraska State Patrol or a county sheriff's office, officer of a city or village police department, or member of any other law enforcement agency in this state shall engage in racial profiling. The disparate treatment of an individual who has been detained or whose motor vehicle has been stopped by a law enforcement officer is inconsistent with this policy.

(2) Racial profiling shall not be used to justify the detention of an individual or to conduct a motor vehicle stop.

Source: Laws 2001, LB 593, § 2; Laws 2013, LB99, § 2.

**20-503. Terms, defined.**

For purposes of sections 20-501 to 20-506:

(1) Disparate treatment means differential treatment of persons on the basis of race, color, or national origin;

(2) Motor vehicle stop means any stop of a motor vehicle, except for a stop of a motor truck, truck-tractor, semitrailer, trailer, or towed vehicle at a state weighing station; and

(3) Racial profiling means detaining an individual or conducting a motor vehicle stop based upon disparate treatment of an individual.

Source: Laws 2001, LB 593, § 3; Laws 2004, LB 1162, § 1.

**20-504. Written racial profiling prevention policy; contents; Nebraska Commission on Law Enforcement and Criminal Justice; powers; duties; records maintained; immunity; law enforcement officer, prosecutor, defense attorney, or probation officer; report required.**

(1) On or before January 1, 2014, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall adopt and provide a copy to the Nebraska Commission on Law Enforcement and Criminal Justice of a written policy that prohibits the

detention of any person or a motor vehicle stop when such action is motivated by racial profiling. Such racial profiling prevention policy shall include definitions consistent with section 20-503 and one or more internal methods of prevention and enforcement, including, but not limited to:

- (a) Internal affairs investigation;
- (b) Preventative measures including extra training at the Nebraska Law Enforcement Training Center focused on avoidance of apparent or actual racial profiling;
- (c) Early intervention with any particular personnel determined by the administration of the agency to have committed, participated in, condoned, or attempted to cover up any instance of racial profiling; and
- (d) Disciplinary measures or other formal or informal methods of prevention and enforcement.

None of the preventative or enforcement measures shall be implemented contrary to the collective-bargaining agreement provisions or personnel rules under which the member or officer in question is employed.

(2) The Nebraska Commission on Law Enforcement and Criminal Justice may develop and distribute a suggested model written racial profiling prevention policy for use by law enforcement agencies, but the commission shall not mandate the adoption of the model policy except for any particular law enforcement agency which fails to timely create and provide to the commission a policy for the agency in conformance with the minimum standards set forth in this section.

(3) With respect to a motor vehicle stop, on and after January 1, 2002, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall record and retain the following information using the form developed and promulgated pursuant to section 20-505:

- (a) The number of motor vehicle stops;
- (b) The characteristics of race or ethnicity of the person stopped. The identification of such characteristics shall be based on the observation and perception of the law enforcement officer responsible for reporting the motor vehicle stop and the information shall not be required to be provided by the person stopped;
- (c) If the stop is for a law violation, the nature of the alleged law violation that resulted in the motor vehicle stop;
- (d) Whether a warning or citation was issued, an arrest made, or a search conducted as a result of the motor vehicle stop. Search does not include a search incident to arrest or an inventory search; and
- (e) Any additional information that the Nebraska State Patrol, the county sheriffs, all city and village police departments, or any other law enforcement agency in this state, as the case may be, deems appropriate.

(4) The Nebraska Commission on Law Enforcement and Criminal Justice may develop a uniform system for receiving allegations of racial profiling. The Nebraska State Patrol, the county sheriffs, all city and village police departments, and any other law enforcement agency in this state shall provide to the commission (a) a copy of each allegation of racial profiling received and (b) written notification of the review and disposition of such allegation. No information revealing the identity of the law enforcement officer involved in the stop shall be used, transmitted, or disclosed in violation of any collective-bargaining agreement provision or personnel rule under which such law enforcement officer is

employed. No information revealing the identity of the complainant shall be used, transmitted, or disclosed in the form alleging racial profiling.

(5) Any law enforcement officer who in good faith records information on a motor vehicle stop pursuant to this section shall not be held civilly liable for the act of recording such information unless the law enforcement officer's conduct was unreasonable or reckless or in some way contrary to law.

(6) On or before October 1, 2002, and annually thereafter, the Nebraska State Patrol, the county sheriffs, all city and village police departments, and all other law enforcement agencies in this state shall provide to the Nebraska Commission on Law Enforcement and Criminal Justice, in such form as the commission prescribes, a summary report of the information recorded pursuant to subsection (3) of this section.

(7) The Nebraska Commission on Law Enforcement and Criminal Justice shall, within the limits of its existing appropriations, including any grant funds which the commission is awarded for such purpose, provide for an annual review and analysis of the prevalence and disposition of motor vehicle stops based on racial profiling and allegations of racial profiling involved in other detentions reported pursuant to this section. After the review and analysis, the commission may, when it deems warranted, inquire into and study individual law enforcement agency circumstances in which the raw data collected and analyzed raises at least some issue or appearance of possible racial profiling. The commission may make recommendations to any such law enforcement agency for the purpose of improving measures to prevent racial profiling or the appearance of racial profiling. The results of such review, analysis, inquiry, and study and any recommendations by the commission to any law enforcement agency shall be reported annually to the Governor and the Legislature. The report submitted to the Legislature shall be submitted electronically.

(8) Any law enforcement officer, prosecutor, defense attorney, or probation officer, unless restricted by privilege, who becomes aware of incidents of racial profiling by a law enforcement agency, shall report such incidents to the Nebraska Commission on Law Enforcement and Criminal Justice within thirty days after becoming aware of such practice.

Source: Laws 2001, LB 593, § 4; Laws 2004, LB 1162, § 2; Laws 2006, LB 1113, § 19; Laws 2010, LB746, § 1; Laws 2012, LB782, § 21; Laws 2013, LB99, § 3.

#### **20-505. Forms authorized.**

On or before January 1, 2002, the Nebraska Commission on Law Enforcement and Criminal Justice, the Superintendent of Law Enforcement and Public Safety, the Attorney General, and the State Court Administrator may adopt and promulgate (1) a form, in printed or electronic format, to be used by a law enforcement officer when making a motor vehicle stop to record personal identifying information about the operator of such motor vehicle, the location of the stop, the reason for the stop, and any other information that is required to be recorded pursuant to subsection (3) of section 20-504 and (2) a form, in printed or electronic format, to be used to report an allegation of racial profiling by a law enforcement officer.

Source: Laws 2001, LB 593, § 5; Laws 2013, LB99, § 4.

#### **20-506. Racial Profiling Advisory Committee; created; members; duties.**

(1) The Racial Profiling Advisory Committee is created.

(2)(a) The committee shall consist of:

- (i) The executive director of the Nebraska Commission on Law Enforcement and Criminal Justice, who also shall be the chairperson of the committee;
  - (ii) The Superintendent of Law Enforcement and Public Safety or his or her designee;
  - (iii) The director of the Commission on Latino-Americans or his or her designee; and
  - (iv) The executive director of the Commission on Indian Affairs or his or her designee.
- (b) The committee shall also consist of the following persons, each appointed by the Governor from a list of five names submitted to the Governor for each position:
- (i) A representative of the Fraternal Order of Police;
  - (ii) A representative of the Nebraska County Sheriffs Association;
  - (iii) A representative of the Police Officers Association of Nebraska;
  - (iv) A representative of the American Civil Liberties Union of Nebraska;
  - (v) A representative of the AFL-CIO;
  - (vi) A representative of the Police Chiefs Association of Nebraska;
  - (vii) A representative of the Nebraska branches of the National Association for the Advancement of Colored People; and
  - (viii) A representative of the Nebraska State Bar Association appointed by the Governor from a list of attorneys submitted by the executive council of the Nebraska State Bar Association.
- (3) The committee shall meet and organize within thirty days after the appointment of the members. The committee shall meet semiannually at a time and place to be fixed by the committee. Special meetings may be called by the chairperson or at the request of two or more members of the committee.
- (4) The committee shall advise the commission and its executive director in the conduct of their duties regarding (a) the completeness and acceptability of written racial profiling prevention policies submitted by individual law enforcement agencies as required by subsection (1) of section 20-504, (b) the collection of data by law enforcement agencies, any needed additional data, and any needed additional analysis, investigation, or inquiry as to the data provided pursuant to subsection (3) of section 20-504, (c) the review, analysis, inquiry, study, and recommendations required pursuant to subsection (7) of section 20-504, including an analysis of the review, analysis, inquiry, study, and recommendations, and (d) policy recommendations with respect to the prevention of racial profiling and the need, if any, for enforcement by the Department of Justice of the prohibitions found in section 20-502.

Source: Laws 2004, LB 1162, § 5; Laws 2010, LB746, § 2; Laws 2013, LB99, § 5.

# Section 402/405/1906 Obligation Cost Summary

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

## HIGHWAY SAFETY PROGRAM COST SUMMARY 2017 HSP SUBMITTED WITH PLAN

State: Nebraska

June 20, 2016

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share To Local
			Previous Balance	Increase/(Decrease)	Current Balance	
PA-17-01-00-00	160,000.00	160,000.00	0.00	160,000.00	160,000.00	0.00
AL-17-06-00-00	230,820.00	288,525.00	0.00	230,820.00	230,820.00	230,820.00
AL-17-09-00-00	95,000.00	23,750.00	0.00	95,000.00	95,000.00	0.00
AL-17-10-00-00	213,334.00	266,667.50	0.00	213,334.00	213,334.00	213,334.00
AL-17-11-00-00	40,000.00	50,000.00	0.00	40,000.00	40,000.00	40,000.00
AL-17-12-00-00	200,000.00	230,000.00	0.00	200,000.00	200,000.00	180,000.00
AL-17-17-00-00	157,345.00	196,681.25	0.00	157,345.00	157,345.00	157,345.00
AL-17-25-00-00	35,000.00	43,750.00	0.00	35,000.00	35,000.00	35,000.00
AL-17-39-00-00	124,000.00	155,000.00	0.00	124,000.00	124,000.00	124,000.00
AL-17-40-00-00	139,240.00	174,050.00	0.00	139,240.00	139,240.00	139,240.00
AL-17-41-00-00	50,000.00	62,500.00	0.00	50,000.00	50,000.00	50,000.00
OP-17-03-00-00	80,000.00	20,000.00	0.00	80,000.00	80,000.00	0.00
OP-17-04-00-00	350,000.00	437,500.00	0.00	350,000.00	350,000.00	350,000.00
OP-17-14-00-00	73,400.00	91,750.00	0.00	73,400.00	73,400.00	73,400.00
OP-17-20-00-00	26,400.00	33,000.00	0.00	26,400.00	26,400.00	26,400.00
OP-17-28-00-00	44,800.00	56,000.00	0.00	44,800.00	44,800.00	44,800.00
OP-17-38-00-00	80,000.00	100,000.00	0.00	80,000.00	80,000.00	80,000.00
PT-17-27-00-00	150,000.00	157,500.00	0.00	150,000.00	150,000.00	120,000.00
TR-17-30-00-00	10,000.00	7,500.00	0.00	10,000.00	10,000.00	5,000.00
TR-17-31-00-00	5,000.00	3,750.00	0.00	5,000.00	5,000.00	2,500.00
DD-17-13-00-00	94,000.00	117,500.00	0.00	94,000.00	94,000.00	94,000.00
IS-17-19-00-00	68,000.00	85,000.00	0.00	68,000.00	68,000.00	68,000.00
IS-17-21-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
IS-17-23-00-00	142,000.00	35,500.00	0.00	142,000.00	142,000.00	0.00
IS-17-24-00-00	58,000.00	66,700.00	0.00	58,000.00	58,000.00	52,200.00
SC-17-32-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
SC-17-35-00-00	25,000.00	18,750.00	0.00	25,000.00	25,000.00	12,500.00
SE-17-26-00-00	101,486.00	126,857.50	0.00	101,486.00	101,486.00	101,486.00
SE-17-33-00-00	100,000.00	115,000.00	0.00	100,000.00	100,000.00	90,000.00
SE-17-34-00-00	60,000.00	75,000.00	0.00	60,000.00	60,000.00	60,000.00
<b>17+ TOTAL NHTSA</b>	<b>\$2,947,825.00</b>	<b>\$3,206,981.25</b>	<b>\$0.00</b>	<b>\$2,947,825.00</b>	<b>\$2,947,825.00</b>	<b>\$2,350,025.00</b>
405b-17-09-00-00	60,000.00	15,000.00	0.00	60,000.00	60,000.00	0.00
405b-17-10-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405b-17-12-00-00	28,700.00	7,175.00	0.00	28,700.00	28,700.00	0.00
405b-17-13-00-00	134,000.00	33,500.00	0.00	134,000.00	134,000.00	0.00
405b-17-14-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
<b>405b Sub-total</b>	<b>\$572,700.00</b>	<b>\$143,175.00</b>	<b>\$0.00</b>	<b>\$572,700.00</b>	<b>\$572,700.00</b>	<b>\$0.00</b>
405c-17-01-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405c-17-06-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405c-17-11-00-00	37,954.00	9,488.50	0.00	37,954.00	37,954.00	0.00
405c-17-14-00-00	173,003.00	43,250.75	0.00	173,003.00	173,003.00	0.00
405c-17-15-00-00	46,356.00	11,589.00	0.00	46,356.00	46,356.00	0.00
405c-17-16-00-00	25,000.00	6,250.00	0.00	25,000.00	25,000.00	0.00
<b>405c Sub-total</b>	<b>\$482,313.00</b>	<b>\$120,578.25</b>	<b>\$0.00</b>	<b>\$482,313.00</b>	<b>\$482,313.00</b>	<b>\$0.00</b>
405d-17-02-00-00	150,000.00	37,500.00	0.00	150,000.00	150,000.00	0.00
405d-17-03-00-00	100,000.00	25,000.00	0.00	100,000.00	100,000.00	0.00
405d-17-04-00-00	65,000.00	16,250.00	0.00	65,000.00	65,000.00	0.00
405d-17-05-00-00	200,000.00	50,000.00	0.00	200,000.00	200,000.00	0.00
405d-17-06-00-00	561,660.00	140,415.00	0.00	561,660.00	561,660.00	0.00
405d-17-07-00-00	10,000.00	2,500.00	0.00	10,000.00	10,000.00	0.00
405d-17-08-00-00	185,000.00	46,250.00	0.00	185,000.00	185,000.00	0.00
405d-17-09-00-00	350,000.00	87,500.00	0.00	350,000.00	350,000.00	0.00
405d-17-10-00-00	192,500.00	48,125.00	0.00	192,500.00	192,500.00	0.00
405d-17-11-00-00	66,800.00	16,700.00	0.00	66,800.00	66,800.00	0.00
<b>405d Sub-total</b>	<b>\$1,880,960.00</b>	<b>\$470,240.00</b>	<b>\$0.00</b>	<b>\$1,880,960.00</b>	<b>\$1,880,960.00</b>	<b>\$0.00</b>
405e-17-01-00-00	50,000.00	12,500.00	0.00	50,000.00	50,000.00	0.00
405e-17-02-00-00	50,000.00	12,500.00	0.00	50,000.00	50,000.00	0.00
<b>405e Sub-total</b>	<b>\$100,000.00</b>	<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$0.00</b>
405f-17-01-00-00	45,000.00	11,250.00	0.00	45,000.00	45,000.00	0.00
405f-17-02-00-00	30,000.00	7,500.00	0.00	30,000.00	30,000.00	0.00
<b>405f Sub-total</b>	<b>\$75,000.00</b>	<b>\$18,750.00</b>	<b>\$0.00</b>	<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$0.00</b>
1906(1701)	260,000.00	65,000.00	0.00	260,000.00	260,000.00	0.00
1906(1702)	36,000.00	9,000.00	0.00	36,000.00	36,000.00	0.00
<b>1906 Sub-total</b>	<b>\$296,000.00</b>	<b>\$74,000.00</b>	<b>\$0.00</b>	<b>\$296,000.00</b>	<b>\$296,000.00</b>	<b>\$0.00</b>
<b>MAP 21 Total</b>	<b>\$3,406,973.00</b>	<b>\$851,743.25</b>	<b>\$0.00</b>	<b>\$3,406,973.00</b>	<b>\$3,406,973.00</b>	<b>\$0.00</b>

Division has over \$10 million available to use as matching funds. (DMV's Driver and Vehicle Records, Financial Responsibility, and Driver Licensing Services)



Fred E Zwonechek, Administrator  
Nebraska Office of Highway Safety

June 20, 2016  
Date

## **Appendices A**

Nebraska Traffic Safety Information System Strategic Plan – FY2015 – FY2019